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messing about in **BOATS**

Volume 19 - Number 21

March 15, 2002

Special Features This Issue
"Gloucester Maritime Heritage Center"
"Building a Reproduction of Tomahawk"



messing about in BOATS

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Commentary...

Bob Hicks, Editor



My several visits over to nearby Gloucester, Massachusetts (15 miles each way, an easy trip) to look over Geoff Richon's new project intended to preserve a bit (about 2 acres) of that historic fishing port's shrinking working waterfront, and view the haulout of the Gloucester *Adventure* as a sort of focus for my report in this issue, brought back near the surface of my life barely submerged urges I seem to harbor for volunteering. I seem to be a bit of a soft touch for activities of interest to me that are in need of volunteers, and have done quite a lot of it, although not much of it in messing about in boats.

Geoff's (and his friends' and backers') new playground is badly in need of lots of tidying up, renovation and organization before it will truly be accessible, as much as they wish it to be, for the public to experience a bit of working waterfront closeup.

I find I am attracted to large scale, sort of rough hewn projects, I'm not a really fussy detail guy, and as I looked over this place with its wonderful ambience of the real waterfront world (as opposed to the "theme park" approach) I felt drawn to it, wouldn't it be great to go over Saturdays and pitch in on whatever needed doing. I have lots of experience in doing the sort of things waiting to be done here. And the people are congenial, "my kind of folks".

Well, I know better than to let this happen. About ten years ago it happened briefly with the *Adventure*. We had gone for a sail on her with others from her volunteer group at a time when there was little money in hand and what was getting done was getting done by a large and enthusiastic crew of volunteers. The elite volunteers were those who had earned places as the crew sailing her. I was not going to be able to ever qualify for that sort of role, which was okay. And it all came to an end soon anyway when the USCG said no more sailing until major rehab was done. All that could be afforded that winter was to rebuild the yawl boat and I undertook a few small mechanical projects for that.

Now in retrospect, as I viewed the early stages of The Gloucester Maritime Heritage Center, I could see that I really cannot ever get into such volunteer work on the scale I would like to, this little magazine provides more than enough boat related work for me, it comes first, of course, as it is my livelihood. So my urgings to be helpful to boating projects that attract me are manifested in publicizing them as best I can on these pages. Bringing you interesting news also happens to lend a bit of a hand to those who are subjects of this

news.

In all the previous indulgences I have enjoyed in the guise of earning a living, I have been at first a volunteer, often a major one, even organizing some group efforts and leading them for a while unpaid, the love of what I was doing carrying me quite a way before reality returned and I had to pull back from overcommitting my time.

My early years of volunteering in the motorcycle sport that I enjoyed for 30 years led to gaining my freedom from the wage slave role in life when I began earning my livelihood publishing two motorcycling magazines. Twenty three years later I moved out of that, when my age began to render me somewhat irrelevant to the next generation moving in, and I almost went back into volunteering again. The TSCA was looking for someone to edit and publish *Ash Breeze* and as I was at loose ends right then, having sold the last of my two motorcycle magazines, I considered offering to do the job. But I drew back when I found that it was not going to provide the freedom of action I had come to enjoy. Instead I launched *Messing About in Boats*. A good move!

When I took up mountain biking in 1993 I soon was drawn into volunteering to help build up its New England association, which badly needed experienced people in setting up and running its efforts. I had already done this twice in motorcycling and the problems were not that different. After seven years of that, including editing and publishing its monthly 20 page newsletter) all was going well, so I "retired".

I was already involved increasingly in handicapped access to outdoor recreation through an organization I had come to know about, mostly on land trail activities, but in one case a boating effort, setting up a sea kayaking program. New challenges here and indeed a worthy cause. After seven years also in this, I arrived at today's "volunteering" where I work with a quadriplegic friend on devices to enable such disabled to enjoy handycycling activities. In this case, we are the principal beneficiaries of what we do, but we do pass on what we develop to others similarly afflicted at no cost.

So as I viewed Geoff's ambitious project and the ongoing *Adventure* effort, I firmly told myself, "don't offer to help". They can find plenty of others, and I am best able to do what I do with this magazine as my part in boosting small boating efforts wherever and whatever they may be.

Looking Ahead...

Jim Thayer and Steve Axon get underway with a long tale about "Rockin' Rollin' Kokopelli 2001"; Barbara Winslow recalls "On the Charles in the 1920s -the Boathouse"; Bill Gamblin continues "Looking Back" with "Planing"; Moby Nick concludes his cruising story "True North to the Door"; John Potts draws near the end of his "Circumnavigation 2001" with Part 9; and Willard Flint tells us all about "A History of U.S. Lightships"

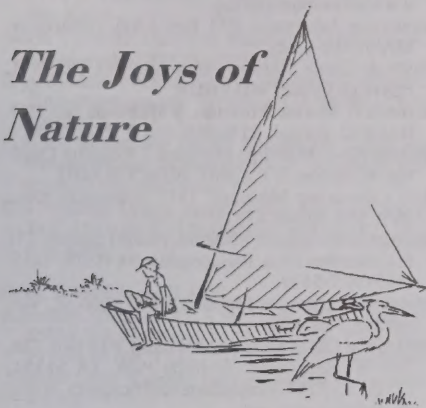
Tom Dawkins tell us "How *Djinni* Came to Be"; Dave Carnell reports on his "\$200 Sailboat at Work in El Salvador"; and Robb White details "Wayne's Old Dory".

Glen L Marine introduces their revised "Minimaxed 8' Hydroplane"; Phil Bolger & Friends present "Tahiti, a Solo/Two some Long Range Liveaboard Powerboat"; and Herb Schneider tells us how to get "More Push for Your Prop".

On the Cover...

Fish eye views of the hauling of the Gloucester *Adventure* were enjoyed by diver John Harvey, followed by a nice ride up the marine railway at The Gloucester Maritime Heritage Center. Lots more in this issue about all this.

The Joys of Nature



The Great Blue Heron

By Kenneth Murphy

I had a very close encounter with this big fishing bird. We had anchored very close to a marshy shore of the upper Chesapeake. The morning was pretty cold so I stayed in the comfortable warmth of my sleeping bag. In the Bay Hen, Virginia sleeps in the cabin while I sleep in the cockpit under a Bimini/Tent combination. The arrangement has some unique advantages. One is being able to unzip the tent and look out at the scenery without having to move my head off the pillow. On that morning as I unzipped, there before me, was a great blue heron about ten feet away. He was slowly walking along the marsh edge eyeing the water for his breakfast. The boat must have been a perfect blind because he was oblivious of me and kept on patiently and slowly stalking for shiners, minnows, and perch fry.

This was the first time I was ever so close to a blue heron. I had never been quite close enough for a careful examination of the bird's plumage. The plumage of this particular bird was startling. He had numerous fancy plumes extending down both his front and over his back. A very dandy fellow, and I watched that morning from what most birders would have died for... the perfect blind not ten feet away and in my sleeping bag yet!

The great blue heron is a permanent resident of Maryland's tidewater wetlands, rivers, and bays. You'll see him most anywhere on the east coast and along the major river flyways of the US. He stands a good four feet tall with a wonderful blue-gray body and a head with a little white coloration. I love the bird's takeoff, with deep wing flaps, head and long neck in an "S" shape, and his long legs hanging down. He weighs between 6-8lbs so he needs some strong flaps to get airborne. But then, he stretches his wings out to their full 7' width, his long legs lifting up and trailing straight behind. He then glides off in majestic flight, with slow deep wing flaps gaining a speed of 20-30mph and then slowing for a landing onto his next perch.

The great blue heron's call sounds more like that of some prehistoric flying creature, a harsh squawking sound. These squawks can give you a real scare in the middle of the night when the bird gets upset over something. No, you haven't been transported to Jurassic Park, it's just the heron squawking at some marsh neighbor.

I witnessed another Jurassic Park like event. A great blue heron was flying several hundred feet off the ground when it met up with a high flying osprey. The two birds began to scuffle. They seemed to be pecking at one another, wings flapping, the blue heron giving out with its strange squawks, and both birds tumbling toward the ground. The blue heron's great flapping wings looking like that the prehistoric archaopteryx (ancient wing), the prehistoric bird hailed as the missing link between dinosaurs and birds. As they neared the ground they broke off and flew in different directions, leaving me to wonder at the meaning of the fight and the strangeness of the great blue.

The great blue heron is a colony rooster, just like the crow. My two boys and I had anchored within the confines of Poplar Island (years ago when the Island's islets were still intact and the southern islet still had a good stand of trees on it). It was the Fourth of July weekend and we were enjoying dozens of fireworks displays going on all over the Bay. We saw the lights but no sound.

We started to get ready for bed when the herons started coming in. A dozen, then another dozen. Soon hundreds of Great Blues were roosting from one end of the islet to the other. All night long they talked. Much like chickens in a chicken house. A chuga-chuga sound would start at one end of the islet and spread across to the other end, quite a night to remember. By morning they had all flown off to spend the day as solitary fishermen until the next roosting period.

I understand to find a great blue heron rookery is quite rare. They find isolated islands or tall trees in deep, swampy woods so they can talk about the day's events undisturbed by nosey outsiders.

Those of us who mess about in boats are indeed fortunate to enjoy the same aquatic environments that attract this wonderful and strange creature, the great blue heron. Next time you're out there give this bird an extra close look.



Please e-mail Ken Murphy at <kgmurphy@erols.com> to submit your experiences with water birds. Just consider the heron alone. Besides the great blue heron, there are the little blue heron, the tricolored heron, the green heron, the black crowned night heron, and the yellow crowned night heron. Also, remember that the cattle egret, the snowy egret, and the great white egret are also herons. So there must be a lot of stories about these birds that readers can share.

For those interested in spectacular nature photography you will have a great time viewing Terry Danks' photos on the Internet at: <http://www3.ns.sympatico.ca/danksta/>. For his great blue heron photos go to: <http://danks.netfirms.com/herons.htm>

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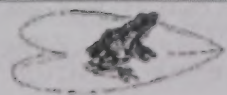
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Antique and Classic Boat Society, Inc., 422 James Street, Clayton, NY 13624, (315) 686-BOAT (2628), <hq@acbs.org>, <www.acbs.org>
Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Chris Craft Antique Boat Club, Inc., d/b/a Antique Boat Club, 217 S. Adams St., Tallahassee, FL 32301-1708, (850) 224-2628, www.chris-craft.org, <wwright@netally.com>
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242, (978) 281-4440.
N.E. Chapter Antique & Classic Boat Soc., 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400, (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.
The Thompson Dockside, 10061 Riverside Dr., PMB 143, Toluca Lake, CA 91602.

BOATBUILDING INSTRUCTION

Adirondack Boat Building & Water Skills School, PO Box 146, Raquette Lake, NY 13436, (315) 354-5311, <sagamore@telenet.net>
Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445, (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Bayfront Center for Maritime Studies, Foot of Holland St., Erie, PA 16507, (814) 456-4077, <eriesailing@hotmail.com>, <http://www.goerie.com/bcms>
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (410) 745-2916.
Chesapeake Boats Bayou, Baltimore, Washington & Annapolis, (410) 903-4284, www.chesapeakeboatsbayou.ckt1.com.
CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036, (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286, (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491, (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913, (978) 388-0162.
Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
NW School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368, (206) 385-4948.
Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145, (215) 755-2400, <pwbf@libertynet.org>
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282, (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123, (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
The Carpenter's Boatshop, 440 Old County Rd., Pemaquid, ME 04558, (207) 677-3768.
Washington Cty. Technical College, RR1 Box 22C, River Rd., Calais, ME 04619, (207) 454-1000.

Directory of Activities & Events Organizers for 2002

As the center of a small boating communications network, *Messing About in Boats* hears from many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are often asked by individuals to direct them to some special interest group or event. To expedite this networking we publish this listing of all organizations and individuals we know of who offer events and activities.

We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we do not wish to spend a lot of time on the phone or answering letters from individuals inquiring about specific opportunities of interest to them. As an alternative we publish this directory and urge readers to contact those who seem to offer what it is they are looking for.

In 2002, this directory will appear six times only, in the January 1, March 1, May 1, July 1, September 1, and November 1 issues.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.
Wooden Boat Workshop of Door Cty., 4865 Court Rd., Egg Harbor, WI 54209, (920) 868-3955.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840, (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442, (954) 725-0640.

MARITIME EDUCATION

Duxbury Bay Maritime School, Box 263, Snug Harbor Sta., Duxbury, MA 02331, (781) 934-7555.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475, (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543, (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, PO Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812, (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426, (860) 767-8269.
Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950, (978) 462-8681.
Delaware Bay Schooner Project (Schooner A.J. Meerwald), 2800 High St. (Bivalve), Port Norris, NJ 08349, (609) 785-2060, <AJMeerwald@juno.com>
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929, (978) 768-7541.

Galveston & Trinity Bay Marine Museum, P.O. Box 641, Bacliff, TX 77518, (281) 559-1092, www.scowsschooner.org.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809, (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401, (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415, (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Iowa Great Lakes Maritime Museum, P.O. Box 726, 243 W. Broadway, Arnolds Park, IA 51331, (712)332-5264, <captainsteve@ncn.net>, www.okobojimuseum.org>.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491, (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (978) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796, (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530, (207) 443-1316.
Marblehead Dory & Schooner Museum, Gary Kissal, Curator, 5 Bessom St. #101, Marblehead, MA 01945, (781) 631-2567, <jmorgan@marblehead.com>
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759, (757) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
Maritime & Yachting Museum, P.O. Box 1448, Treasure Coast Mall, U.S. Rt. 1 @ Jensen Beach Blvd, Stuart, FL 34995.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291, (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0900, (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA, (508) 997-0046.
Newburyport Maritime Museum, 25 Water St. Newburyport, MA 01950.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
Osterville Hist. Soc. & Mus., 155 W. Bay Rd., PO Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970, (978) 745-9500.
Penobscot Marine Museum, 5 Church St., Searsport, ME 04974, (207) 548-2529.
Plimoth Plantation, Plymouth, MA, (508) 746-1662.
James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101, (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Bank Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035, (805) 984-6260.
Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Downeast Ship Modelers' Guild, Roy Wheeler, 295 Washington St, Bath, ME 04530, (207) 442-0097.

Model Guild of the Ventura Cty Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035 (805) 984-6260.
 North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
 Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
 U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
 U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

Albacore One-Design Class, c/o Peter Duncan, 550M Ritchie Hwy. #144, Severna Park, MD 21146. (410) 431-05480; e-mail sailfaster@aol.com; website <http://www.my-town.com/sailing>.
 American Canoe Assoc. Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.
 Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
 Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
 Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.
 New England Beetle Cat Boat Assoc., c/o Nancy Rodgers, 20 Brookline Rd., Scarsdale, NY 10583, (914) 472-8274, <saltworksx@aol.com>
 San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosse@juno.com>
 Sparkman & Stevens Association, NE Area, 54 Chauncy Creek Rd., Kittery Point, ME 03905.
 The Catboat Association, Inc., c/o David E. Hall, 115 Elm St., S. Dartmouth, MA 02748-3801, (508) 991-5491, <Quickshole@aol.com>
 West Wight Potter's Assoc., Southern California Chapter, c/o Bill Beddow, 1333 Corby Ave., Norwalk, CA 90650

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
 Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
 Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.
 Kahakai Outrigger Canoe Club, P.O. Box 134, Seal Beach, CA 90740.
 Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.
 Metropolitan Canoe & Kayak Club, PO Box 021868, Brooklyn, NY 11202, (914) 634-9466.
 New England Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
 Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
 Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.
 Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
 Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.
 Wooden Canoe Heritage Association, PO Box 226, Blue Mt. Lake, NY 12812 <wcha@wcha.org, www.wcha.org>

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.
 Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.
 Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.
 Cape Cod Viking Rowing Club, c/o Jeff McLaughlin, 121 Sheffield Rd., Brewster, MA 02631, (508) 896-5363, <www.c4.net/viking>
 Conn. River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.

East River Crew, c/o Tori Gilbert, 22 E. 89th St., New York, NY 10128.
 Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
 Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
 Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162
 Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
 Marietta (Ohio) Rowing & Cycling Club, P.O. Box 1081, Marietta, OH 45750, (740) 374-6997.
 Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.
 New Charleston Mosquito Fleet, c/o Rob Dunlap, 2121 Woodland Shores Rd., Charleston, SC 29412. (843) 762-9247.
 Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.
 Ring's Island Rowing Club, c/o Alice Twombly, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.
 Saquish Rowing club, c/o Mike Jenness, 2142 Washington St., E. Bridgewater, MA 02333, (508) 378-9986
 Whaling City Rowing Club, c/o Lucy Iannotti, 57 Arnold St., New Bedford, MA 02740, (508) 993-8537, email: <kiresilk@msn.com>

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (781) 282-4580.
 United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT .

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
 Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.
 Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
 "Scuzbums" (Southern California Small Boat Messabout Society), 4048 Mt. Acadia Blvd, San Diego CA 92111, (858) 569-5277, Annie Kolls <Scuzbum@aol.com>
 West Coast Trailer Sailing Squadron, c/o Ron Hoddinott, 12492 104th Ave. N., Largo, FL 33778, (727) 391-7927.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.
 New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.
 New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.
 Steamship Historical Soc. of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barneget Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.
 Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
 Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.
 Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
 Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
 Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
 Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.
 Patuxent Small Craft Guild, c/o Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. (410) 326-2042.
 Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.
 Puget Sound TSCA, c/o Larry Feeney, 59 Strawberry Pt., Bellingham, WA 98226. (360) 733-4461. email: <larry@cedarcroft-press.com> www: <http://www.tscanet.net/puget/>.
 Sacramento TSCA, c/o Robert T. Ratcliff, 2861 San Carlos Dr., Walnut Creek, CA 94598. (925) 939-4073.
 South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.
 Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355, www.tscanet.
 Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.
 Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.
 Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.
 TSCA of W Mich, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.
 Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.
 Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (781) 272-9658.
 Great Lakes Wooden Sailboat Soc., 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
 S.S. Crocker Association, 8 Lane's End, Ipswich, MA 01938. (978) 356-3065.
 Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

International Retired Tugboat Association, c/o N.A. Foraker, 250 N. 50th, Longview, WA 98632. (360) 423-4223, <tugsme@aol.com>
 Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
 World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATERCYCLING

International Watercycle Assoc., 265 Santa Helena, Suite 110, Solana Beach, CA 92075-1538.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.
 North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.
 Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
 Great Lakes Wooden Sailboat Soc., 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
 Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
 Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
 Small Wooden Boat Assoc. of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
 Wooden Boat Found., Cupola House, 2 Pte. Hudson, Port Townsend, WA 98368, (360) 385-3628.
 Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

You write to us about...

Activities & Events...

LCMM Courses & Workshops

The Lake Champlain Maritime Museum is now offering an expanded array of courses and workshops relating to boating, building, repairing and associated skills such as blacksmithing, photography and ecological exploration at its Vergennes and Burlington locations on Lake Champlain in northwestern Vermont. Over 24 courses are detailed in our new 8 page illustrated brochure, *Courses & Workshops 2002*, available on your request.

Lake Champlain Maritime Museum, 4472 Basin Harbor Rd., Vergennes, VT 05491, (802) 475-2022, www.lcmm.org

WoodenBoat Show 2002

The *WoodenBoat* Show 2002 will be held in conjunction with the Atlantic Challenge, a contest of racing gigs from around the world, and Watercraft Challenge, a gathering of historic small craft from around the country. The three combined events are being promoted as the International Festival of Seamanship and Boatbuilding, which we at *WoodenBoat* like to refer to as Rock 2002!

The *WoodenBoat* Show 2002 features many of the elements we've either brought back to the Show, wished we could have included previously, or have established specifically for this unique venue and opportunity. It will be part of a great festival.

This is an experiment for all of us. Is the *WoodenBoat* Show best held by itself as it has been in years past? Or will it benefit from being included in a larger, complementary event? All three events will benefit from taking place at a high point of the summer in a popular destination. Our hopes are that attendance will meet or surpass any we've previously experienced.

WoodenBoat Publications, PO Box 78, Brooklin, ME 04616-0078

Adventures & Experiences...

AS-29 a Wonderful Boat

As the first owner of a Bolger AS-29, I was pleased to see you published an article on his upgrades to the design in the February 1 issue. However, the caption under the middle picture on page 29 should read: "Daniel Farmer's & Betsy Spencer's *Woodwind*."

We happily sailed this wonderful boat on the Chesapeake for 10 years, including a trip down the Intracoastal Waterway in a tempestuous el nino year.

Many of the changes Phil has made were things we thought about ourselves.

Daniel E. Farmer, Greenwich, NJ

Information of Interest...

Navigator's Little Cod

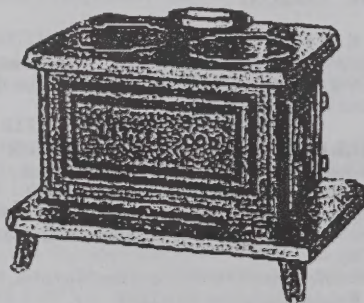
The Little Cod is a compact, wood-burning marine stove originally designed for the countless small boats that fished

the waters of the Canadian Maritimes. Aptly named for a stove that was widely used by cod fishermen, it was first produced some time prior to 1917.

Our stoves feature a porcelain enamel finish and stainless steel hardware. Still cast in Canada by a foundry specializing in traditional hand-molding, the castings are then enameled in the United States. Assembly takes place at our workshop in the shadow of the Williamsburg Bridge in Brooklyn.

Designed for boats, but delightful in small rooms, cabins or workshops, the Little Cod is ideal for spaces which a larger stove would overheat. Due to its enduring practical appeal, the Little Cod has earned a place aboard many craft on both coasts as well as a spot in the Maritime Museum in Halifax, Nova Scotia. By combining the best materials available with a time-honored design, we have re-created a stove that will elegantly endure the rigors of the marine environment for generations.

Andrew Moore, Navigator Stove Works, Inc. 68 South First St., Brooklyn, NY 11211, (718) 486-8049, www.marine stove.com



Noted in a Posh Shop

Noted in a Posh Shop a half-model of a sailboat, but with mast also halved and full sails displayed. News to me, can't remember if it had spreaders and shrouds or not. Sure caught my eye with thought of a fiberglass production line complete with a sewing machine and seamstress.

Norman S Benedict, Santa Maria, CA

Information Needed...

Yankee #9

Having purchased a Yankee One last year it was great to see a reference to the design in the February 1 issue. I would appreciate being contacted by anyone with information about her. It is my understanding that she was built in 1939 in Saugus, Massachusetts by the Britt Bros. The boat carries #9 on her spinnaker and it would be great to find the original name. I have partial copies of old articles about the Yankee and would also like to locate any complete copies. Any help would be appreciated.

Glen Adair, 273 Oakledge Rd. Harpswell, ME 04079, (207) 751-5196, glenokla@aol.com

Chesapeake Mooring Needed

I've just moved to the Chesapeake Bay area from Cape Cod, Massachusetts and am gradually learning about the boating opportunities in the area. I kept a 16' Zip class daysailer for summer sailing on Buzzards Bay and am looking into trailering her down here for similar adventures.

The biggest obstacle I see is finding a place to moor her, since trailer sailing is not an option due to her keel and complicated rigging. So far, my reconnaissance hasn't turned up any marinas or public mooring fields that would be appropriate for a small boat like mine. It appears that there are plenty of slips available to larger boats, but the moorings I've seen appear to be private for local property owners only.

I was wondering if anyone out there knows of any place on the western shore for a non-local to rent a mooring or sink his own mooring. I only need 2' of water and possibly a place on the beach to keep my dinghy.

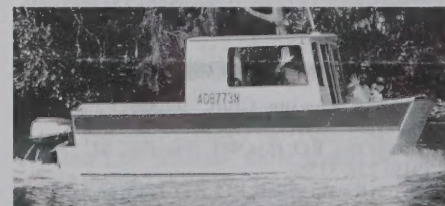
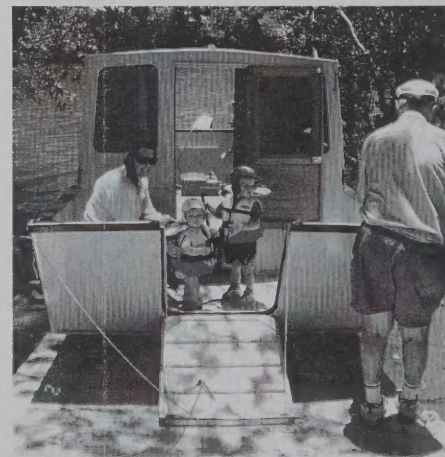
Steve Layden, 12640 Grey Eagle Ct. Apt. 13, Germantown, MD 20874, (301) 972-6S29, snizort@netzero.net

Projects...

GP-16 Update

By Jim Betts

Three boats are now in the water in Florida, Ohio and Australia. You can see online one boat being built at www.Hotkey.net.AU/~Robruce, a site put up by Robert Bruce, the builder in Australia. Here are two photos of the launching on New Year's Day. She's a bit down at the bow in one photo due to the two 200lb people sitting up front. And the other? Does anyone remember the Higgins boats of World War II?



The three builders report good results in all aspects. The Ohio boat is 18' long, done by simply spacing out the frames. You can go to 20' by adding a couple of frames and make

it a bit wider by cutting the bottoms of the frames longer. But keep in mind that making it bigger adds weight, materials, and it will need a larger motor if you want good performance.

Between reports from the builders and my own experience when I went to Florida and played with that boat, I offer some advice:

When you buy your motor, be sure to show the plans to the dealer. The stock prop is really for a small runabout. You will need a prop with a different pitch. 12-1/2 x 13 seems to work fine and gives about 28mph with 50hp motor at 4,300 rpm.

The sliding doors open and close by themselves when you are passed by one of those tuna tower terrors at speed and its wake rolls you side to side. You need to figure some way to hold them in position (shock cord or some sort of latch).

Trim is important. If you have several people on board, try moving them around to achieve the desired results.

GP-16 and the SO-DO-IT! sailboat (both by Brewer and Betts) are featured on the site www.bateau.com. They have a message board that has a lot of questions and answers. You will find it most informative and you can get answers to all your questions, usually the same day. They also offer kits of the fiberglass you will need for GP-16.

If you have trouble finding a source of wood, plywood, etc., go to www.glen-l.com, click on boat-building resources and then wood and plywood. This is the best list of sources I have seen.

I know of six more GP-16s a'building here and there. If you start building GP-16 let me know.

Some 25 boats built from plans offered by Bateau are expected to show up for a Messabout April 13-14 at Port St. Joe, Florida. More than 100 people have signed up to attend. All of the boats will be in the water for demonstration. For more information, see the web site www.Bateau.com and click on the Message Board.

Now at work on THE ULTIMATE 16, a sloop for ages 8 to 80. Junior trainer, senior citizen sit-down-in racer/cruiser. Features a disappearing galley (as you don't use it that much) and a headsail (jib and chute) well in the foredeck. Hey, as I am 73, make that 9 to 90. Never limit your market. Ten to 100?

Jim Betts Yacht Design, P.O. Box 1309, Point Pleasant Beach, NJ 08742-1309, (732) 295-8258, <Pointpubco@aol.com>

Inspired to Build

Reading *MAIB* has inspired me to build two designs by Mr. Bolger.

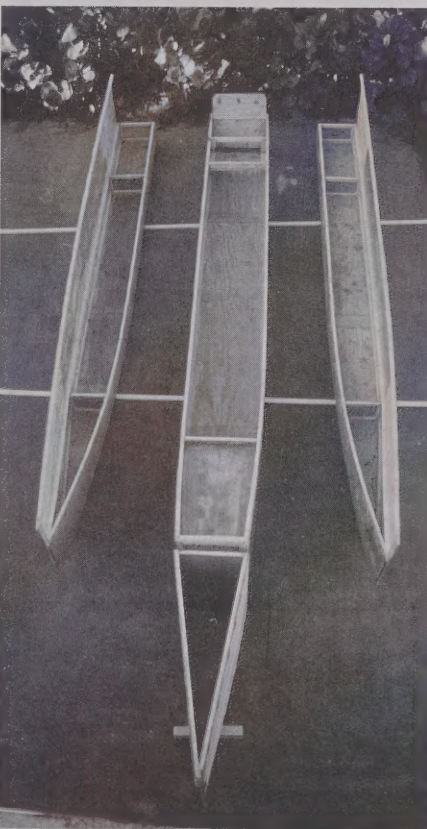
Turtle is a 32' Tennessee/Idaho hybrid with Yamaha 9.9 power, built in Florida and trailed to the Rideau Canal in Canada behind my 1984 Chrysler 5th Avenue 318ci. Last summer we spent three months cruising this lovely waterway. The photo shows it in Ottawa. It's a great boat which attracts much attention, cruises beautifully at 7 knots and 12mpg, and is very comfortable aboard. This coming summer we will do the Trent-Severn Canal.

The current project is a Bolger Bantam as seen in *MAIB* a few months ago. The hull is almost finished, it went together easily. The photos show it under construction. It's going

to be light and spacious and we plan to use our same motor.

I've enjoyed building and sailing several other Bolger boats, large and small. Mr. Bolger has always been helpful and his imagination has stimulated me for years.

John Bartlett, Ft. Pierce, FL



A Nice Diversion

My latest project is a 4hp Acadia make & break engine bought in January, to be installed in a launch, after we finish the 21' Fenwick Williams catboat we've been working on for six years. As a diesel mechanic, I find this project makes a nice diversion.

While the projects are ongoing we row an 18' Chamberlain Gardner dory.

Peter Bradford, Middleboro, MA

Two Boats Completed

We completed two boats this past year, a 16' Marc Barto designed Melonseed skiff with a gaff rig and a Mike O'Brien six-hour canoe. We're planning on building two more six-hour canoes before summer and improving our sailing skills in the Melonseed this year. We determined we really don't like the "gybe" word.

Rex & Kathie Payne, Nashville, TN

This Magazine...

Delivery Not Timely

As a small boat sailor and canoe paddler, I really enjoy your magazine. I usually read it nearly cover to cover on the day it's received. I recently purchased a used Balogh Sail rig for my canoe that was advertised in your classified section.

The only problem I have is lack of timely delivery. It is common to have a delay of 10 days to two weeks. On occasion, I've actually received a following issue before receiving a previous issue (if that makes any sense). As you can imagine, this takes away from the enjoyment of multi-part stories. I don't think this is your fault, I believe the magazines sit at the post office in favor of delivery of junk sale catalogs.

George Jacobs, Pensacola, FL

Editor Comments: 3rd Class bulk mail is the only affordable way for us to mail so we have to live with its unpredictable delivery. I am impressed that just about all issues do get delivered eventually despite the lack of care they receive in the postal system.

We do offer 1st Class mailing to those who MUST get the magazine promptly (about a dozen at present) at an additional cost of \$18 on the year's subscription. This represents the difference between the \$6 3rd Class postage figured into the subscription price and \$24 for 1st Class postage.

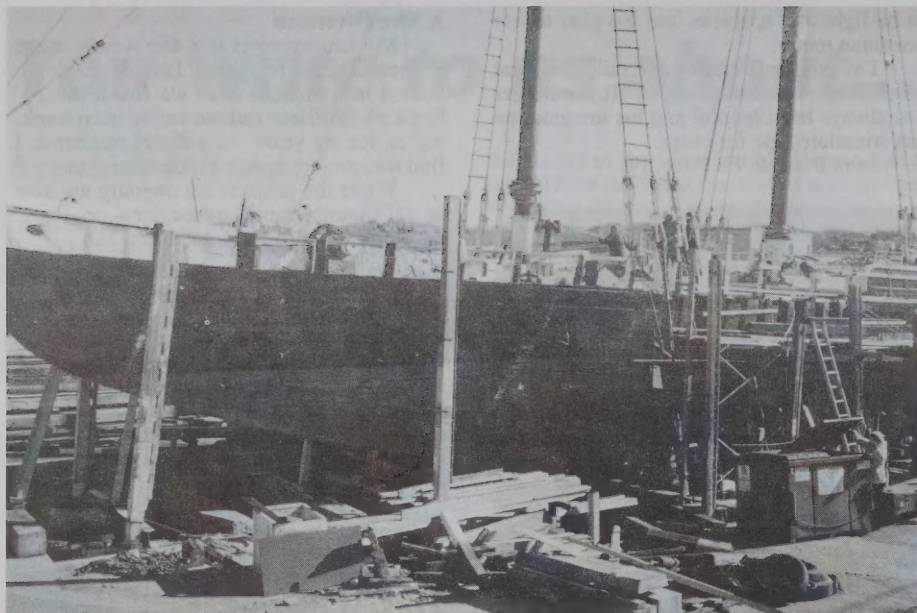
There is nothing—absolutely nothing—

half so much worth doing



as simply messing about in boats.

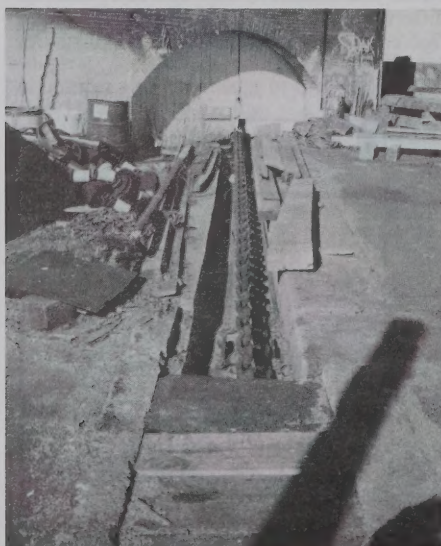
Simply Messing About In Boats
Shirts & Tote Bags
other designs available
toll free 877-637-7464
www.messingabout.com



Front and center at the Heritage Center, a few days after her haulout, *Adventure* already has the bulwarks off her port side and sheer planks are coming off. Master shipwright Hinrichsen wastes no time.



Once a four story grist and sawmill, now a truncated remnant which houses the Dory Shop upstairs and in the bowels below the railway machinery.



The Gloucester Museum School's dories under cover.



The Gloucester Maritime Heritage Center

By Bob Hicks

Geoff Richon swept his arm across the panorama that lay before us as we stood on the shaky deck of the old brick building housing the "Dory Shop" and viewed the challenge he has undertaken. Overwhelmingly present in the foreground was the vast black hull of the 120' Gloucester schooner *Adventure*, her 250 tons hauled up on the ways of the marine railway for major restoration. I had been there a few days before to witness that event and now had returned to find out more from Geoff about what this all meant.

Adventure's presence on the railway means income, for she was now the Heritage Center's major new tenant until her projected July completion date. Renting dock space is but one of the ways that Geoff and his backers in this new non-profit educational organization are generating income to pay off the mortgage and carry out ambitious plans for rehabilitating two acres of abandoned industrial land on Gloucester's working waterfront. The dream is to offer the public an accessible piece of bona fide working waterfront, with a historic overview of how it came to be and why it needs to be saved from the yuppification condomania that is infesting waterfronts like a sort of real estate version of zebra mussels.

Before Geoff had arrived, Nancy Sullivan, who characterized her part in all this as a "volunteer" (she's Vice President of the Center, actually, but still at no pay) undertook to show me around the motley array of buildings amongst the piles of "stuff" still to be removed from years of use of the property as a dump by its owners, the Gloucester Marine Railways, who have a newer railway across the harbor that they kept tidy by removing all the trash to the old site.

Nancy and I began our tour at that same deck because it is at street level high above the waterfront. At our backs was all that remains of a four story brick mill building whose upper stories had been destroyed by fire. Nancy suggested that this might become a viewing platform for watching the work being done on the *Adventure*, and later on any future vessels hauled out. A working waterfront where real work was being done. I suggested awnings and cocktail tables, perchance, but she demurred.

Way down in the bowels of this building sat the big electric motor and its huge reduction gearbox which had hauled out the *Adventure's* 250 tons and can haul up to 350 tons. This feat was not a possibility until this past year when Geoff found a backer to come up with the \$100,000 to rebuild the totally wasted railway. With this cash in hand Geoff corralled the original builder, Crandall Dry Dock, to rebuild it to its full capacity and enable it to start earning its keep.

As my eyes swept over the lot below I saw in succession right below us the paint shop, which had been the winch house for a former smaller railway now filled in for more dock space, and further to the right two large

windowless cubes of concrete blocks, the nearer the former powerhouse for the compressors which refrigerated the larger, further ice house where ice was manufactured for icing down the catch of the fishing fleet.

Still awaiting Geoff we strolled (picked our way over and around and through "stuff") past the paint shop and nearby piles of planking already in hand for the *Adventure's* redo of much of her port side and deck. Another large shipment of planking is on the way, obtained by Danish master shipwright Herman Hinrichsen from our prolific teller of boat stories, Robb White, cut from his Georgia long leaf yellow pine woodlot.

We passed behind and beneath the "office" building as we dropped below street level and viewed beneath a roofed over corner between the building and a retaining wall two dories belonging to Jim Schoells' Gloucester Museum School. Alongside them, being built onto the foundation of the building was an "oar box" to house the oars belonging to *Siren Song*, the Scilly Isles gig built in 1985 by local builder Larry Dahlmer for the all women rowing team, the "Gloucester Sirens". Yes, after years away, many spent with the Hull Life-saving Museums fleet, *Siren Song* is home again with a new all-women rowing crew readying for the upcoming new on-the-water season, based right here at the Center.

Just beyond was a row of overhead garage doors enclosing the basement under the office building, within which apparently had once been a machine shop. A look through the grimy panes revealed nothing but gloomy darkness and the doors were locked so I could only speculate upon what might lay within. Nancy explained that this would ultimately be the site for a "mini-aquarium" featuring the indigenous ocean life forms that Gloucester fishermen had encountered over 300, plus years.

There wasn't much that could be seen of what the two windowless block buildings might contain, blank masonry offering no clues whatever. The taller ice house did sport a big sign facing the harbor announcing "The Gloucester Maritime Heritage Center". It is destined to become the boat shop within which building of traditional Banks dories and such would go on.

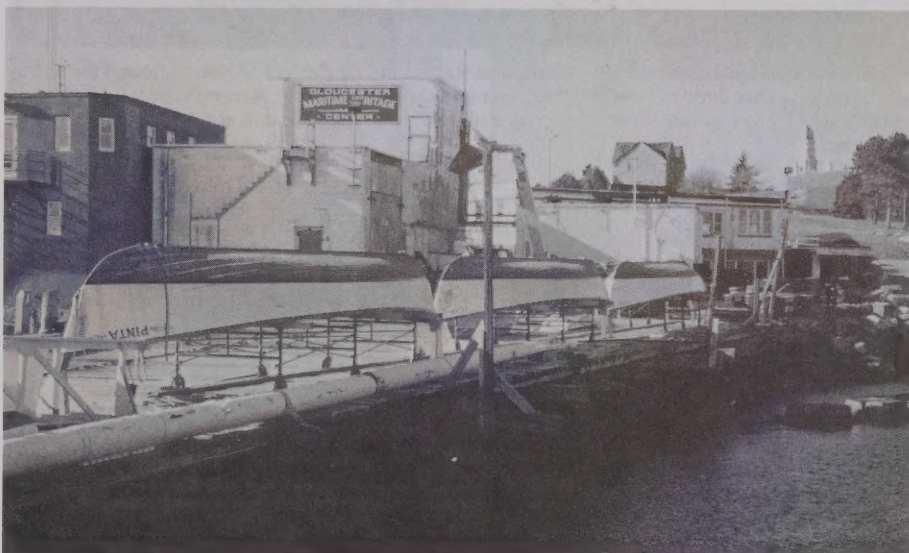
But what about the "Dory Shop" by the viewing platform? Well, that is presently a sideline operation for Gino Mondello. Gino, who is "sort of a tenant", according to Geoff, presently has a skiff under construction, will be building a Banks dory for the Center, and longer term expects to outfit *Adventure* with her fleet of 14 dories.

With Geoff still not in sight, Nancy and I wandered out onto the pier alongside which several vessels were moored. A new float occupied the near side with *Siren Song* and a Banks dory moored alongside. Out at the end of the pier was the "Army Boat", I guess you could call it a military surplus "crash boat", and outside if it, hidden behind its bulk, a small schooner.

Rounding the end of the pier and starting back we came to *Lady Grace*, the "retired movie star" from *The Perfect Storm*, currently unemployed, and then to a middle size schooner (*Adventure* is the big schooner her) *Mimi*. Looking across to the parallel pier I saw several working fishing draggers docked. And finally racked up on on the pier's deck, the red and white seine boats belonging to the St.

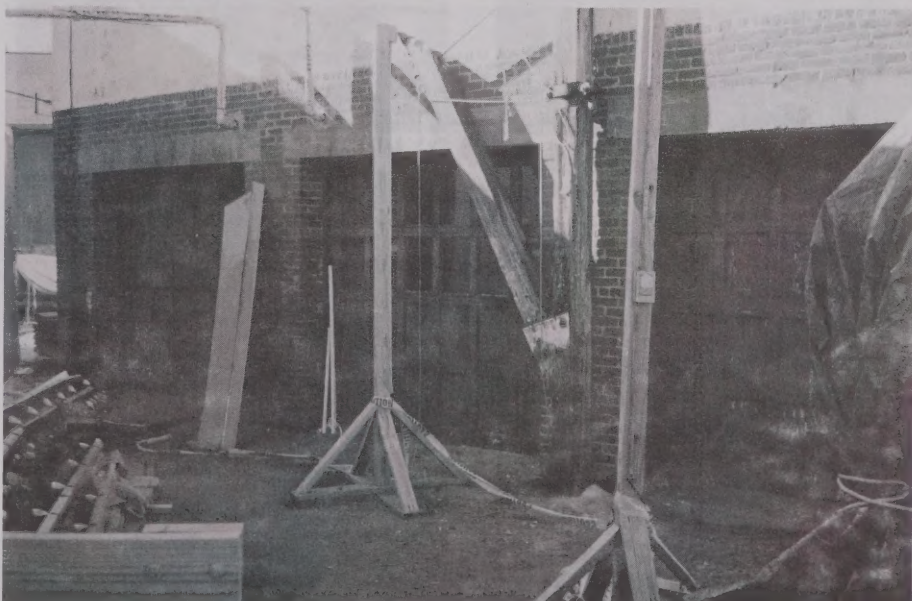


The paintshop sports a couple of rooftop dories and a posting of "Vessels in Port".



Against a backdrop of the concrete cubes of the former icehouse and its compressor building, the three seine boats of St. Peter's Society await another brief mid-summer appearance at the waterfront festival. They have been rigged with soaker hoses along their upturned keels to keep them wet with salt water when the hot summer sun returns.

Someday this will be a mini-aquarium.





Lady Grace was built alongside the vessel that starred in *The Perfect Storm*, although the latter had 20' added to her amidships when built. Her one shot starring role accomplished, *Lady Grace* has been sold by Warner Brothers over ebay and now awaits, as a tenant at the Center, an uncertain future.



Other tenants: The "Army Boat". The schooner *Mimi*. Working fishing vessels.



Peter's Society and used only briefly each year in a series of short harbor sprint races at their big mid-summer waterfront celebration. All tenants.

Geoff had by now arrived (he has his building contracting business to run, life cannot be all play) so now I could find out more about why he is doing this. His reason? To save a bit of history before it is gone. Gloucester has a fishing history going back over 375 years. It is still the second largest fishing port on the east coast despite the inroads that overfishing and ensuing government regulations have made on the fleet. As the waterfront businesses that served the fishing industry faded away the property was being turned into marinas, restaurants and housing.

Opportunity arose when the Gloucester Marine Railway was facing bankruptcy and investigation determined that the solution was to sell the abandoned old railway and its two acres. Geoff was looking at a half million dollars for the scruffy rundown buildings and rickety docks and worn out railway. An effort to involve the city purchasing it and leasing it back to Geoff's proposed new Heritage Center went nowhere and so he was faced with coming up with the whole nine yards.

"So, I got on the phone and began calling around," Geoff explained. Before he was done he had signed up over 250 backers who put up \$1,000 or more each to seize the opportunity. Geoff Richon wasn't alone in his desire to save a bit of history. A single shot \$100,000 grant got the railway back in business, and Geoff says that they have whittled down the original obligation to about \$140,000. "That's manageable," he feels.

But this is just the start, the dreams will continue to require financial transfusions far in excess of what dock rent and railway fees can generate. It was time for a professional to start running things day to day and along came Harriet Webster, former city councillor and recently failed candidate for mayor. Looking for something useful to do, she lit on the Heritage Center at the right time, and is already at work on the whole grantsmanship game.

Optimism abounds and certainly Geoff is having a great time with his project, it's a sort of playground for him, all this messing about in boats in this gritty working waterfront environment, shared with some other real boat people who share his vision.

The Gloucester Maritime Heritage center will be open to the public this season, no admission fee yet (there may be a discreet "donation" box) with total access perhaps somewhat limited for safety/liability reasons until the dangerous stuff can be fixed. It'll be real easy to watch the goings on with the *Adventure*, she's right up front and is supposed to be there until July, but you know how these fixer-upper projects can run on and on.

If the current aspect of the Center might give one pause contemplating so much to be done, it doesn't faze Geoff Richon. He's already faced up to the money that it was going to take to even get started and raised it, and his remark about undertaking to overcome that hurdle also applies to the one now to be dealt with, "We can do that!"

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About Gloucester Massachusetts

In 1870, Gloucester was the fishing capital of the Western Hemisphere.

In 1995, Gloucester was ranked second in pounds of fish landed on the East Coast.

No facility exists in the U.S. today that conveys to the public the story of fisheries in America in a comprehensive manner. Aquariums focus on the natural history, habitat, and life cycles of the oceans. Historical and maritime museums discuss the ships, the people and the events. Gloucester has a unique opportunity now to develop a resource center and museum that traces the development of a community based on generations of a fishing tradition that dates to 1623.

About the Gloucester Maritime Heritage Center

We will tell the story of the fisheries, the human utilization of the sea and its resources, and the effect of human activity on the natural environment.

The mission of the Center is to champion the preservation of Gloucester's maritime industrial history and traditions; to promote the City of Gloucester through the celebration of its unique contribution to maritime industrial history; to be a resource for the study of maritime history, industry and ecology; to be a vehicle for collaboration and coordination among the many agencies, organizations and individuals now engaged in telling various parts of Gloucester's maritime industrial history.

The goal of the Center is to establish a working, hands-on museum at the Harbor Loop site of the Gloucester Marine Railways, which will include the marine railway continuing to haul both commercial and historic vessels; permanently berthed fishing vessels, which will be accessible to the public to view their fishing methods and the various technologies used in fishing; small boat repair and boat building; a mini aquarium to highlight our coastal ecology and the Atlantic species that Gloucester fishermen catch; and a fisherman's museum.

Geoff Richon is a hands on guy who saw an opportunity to save a bit of Gloucester's working waterfront, stared at the obstacles to its realization, and said, "We can do it!"



The office on Harbor Loop opposite Fitzgugh Lane Park and the famous marine artist's historic granite block house.



Gino Mondello and his "Dory Shop", what a place to indulge in a hobby business.



The lovely Scilly Isles Gig *Siren Song* is back home in Gloucester where she awaits her all women crew.

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Final touches to the blocking on *Adventure's* cradle.



Lining up. Keeping her straight until she settles onto her keel.



Having assured that *Adventure* was seated firmly in her cradle, diver John Harvey rode up out of the deeps where he could keep an eye on all ahead. He said it was the safest place he could think of should *Adventure* topple over either way.



Hauling Adventure

The big action this winter at the Gloucester Maritime Heritage Center was to be the haulout of the Gloucester *Adventure*, the 121', 250 ton schooner undergoing a long and struggling resurrection so she can once again sail out of the port she once earned her living from fishing the Grand Banks. This seemed a fitting occasion for me to drive over and have a look at the place she was to become a major tenant at for much of the coming year.

When the call came I was joined by my friend Charlie, who is wheelchair bound as a result of a youthful trampoline accident a long time ago. Charlie has sailed on the schooner *Ernestina*, of comparable size to the *Adventure*, and while he's not a boat nut, he was really interested to see how so large a vessel would be hauled out for major hull renovation.

Well, it looked easy, once the cradle had travelled down the railway and *Adventure* floated into place with the aid of a scuba diver John Harvey, who had worked on the railway rebuilding, her progress up onto the hard was stately and smooth. Charlie had expected to hear groans and creaking from her as the water which supported her hull dropped away, but no, all was serene. The \$100,000 rebuild of the railway proved its worth.

As the small crowd that had gathered (it was not widely publicized an event, just another job on a working waterfront) melted away and we were viewing *Adventure* down her keel from dead ahead, a tall older guy walked over and asked Charlie who he might be? Was he from Gloucester? Charlie replied that he was there with me, so I had to introduce myself, and we found we were talking with Gordon Thomas, grandson of Jeff Thomas, original owner and skipper of *Adventure* in her fishing schooner heydays. He must have gone sailing with gramp as a child and *Adventure's* resurrection has become a very big thing in his later years. Now here he was, 75 years after *Adventure* first went down the ways in nearby Essex, still keeping her company.

On my later visit, chronicled in this article, I learned that *Adventure* had been sent back down the railway the following day and repositioned on her cradle as master shipwright Hinrichsen was not satisfied that she was plumb enough for him to begin the replanking of her port side. The second haulout was spot on.

Volunteer perks: Arthur Baggs got to ride *Adventure* up the railway on her foredeck.



Historic Background of the Gloucester *Adventure*

The schooner *Adventure* was built in 1926 in Essex, Massachusetts, a leading ship-building center at a time when the fishing industry in New England was thriving. *Adventure* was exceptionally fast and stable, the pinnacle of fishing schooner design. Carrying a sailing rig, diesel engine and 14 dories, she spent her first 27 years fishing the once bountiful outer banks of the North Atlantic from her home ports of Gloucester and Boston.

Adventure was a "highliner", the biggest moneymaker of all time, landing nearly \$4 million worth of cod and haddock during her fishing career. *Adventure* was the last American dory trawler still fishing in the Atlantic when she retired in 1953. Refitted as a windjammer, *Adventure* carried passengers on pleasure cruises along the coast of Maine from 1955-87. She was known as the "Queen of the Windjammers".

In 1988, Captain Jim Sharp donated *Adventure* to the people of Gloucester, asking that "she continue to be cared for, prominently displayed as a monument to the City of Gloucester, and used for the education and pleasure of the public." Later that year, The Gloucester *Adventure*, Inc., a nonprofit organization, was created to preserve *Adventure* for posterity, serve as a community resource for educational programming on maritime, cultural and environmental issues, and operate *Adventure* at sea as a living symbol of America's maritime heritage.

In 1989, *Adventure* was listed in the National Register of Historic Places, and in 1994 she was designated a National Historic Landmark. In 1999, *Adventure* became an Official Project of "Save America's Treasures", a joint initiative of the White House Millennium Council and the National Trust for Historic Preservation.

Adventure may have been a working vessel but oh, look at her lines.



Restoring *Adventure*

The restoration of *Adventure* is ongoing. During the years 1990-91, her bow, stem, and most of her port side were rebuilt. In 1997-98, her entire starboard side was restored. In 1999, half of her port topsides was rebuilt. Now the final major restoration is underway involving port side planking, the deck and then the deck structures and return of the interior to its original fishing schooner layout. Because of *Adventure's* historic importance, the restoration is done in accordance with the Secretary of the Interior's Standards for Historic Vessel Preservation. *Adventure's* restoration has been supported, in part, by the Cadbury Foundation, Chadwick Foundation, City of Gloucester, Dusky Foundation, Essex National Heritage Area, Institute for Museum and Library Services, Massachusetts Historical Commission, National Park Service, Schwartz Communications, and a number of anonymous donors.


To complete *Adventure's* restoration and return her to active sailing, we need to raise \$750,000. *Adventure* needs your support now. Charitable contributions are tax-deductible and greatly appreciated.

The Gloucester *Adventure* is a 501(c)(3) nonprofit organization. Volunteers are the core of our organization. Every aspect of our community-based effort to save *Adventure* depends on volunteers who are needed to help work on the vessel, staff the office, raise funds, and organize events. If you would like to help, please call. Supporters of *Adventure* know that their contributions are making a significant and worthwhile impact on preventing the disappearance of this icon of our nation's maritime heritage.

The Gloucester *Adventure*, P.O. Box 1306, Harbor Loop, Gloucester, MA 01931, (978) 281-8079, www.schooner-adventure.org



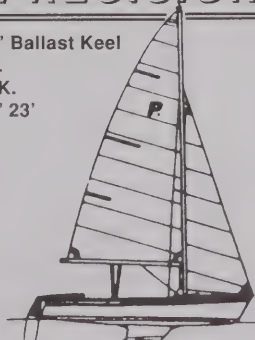
Adventure on the hard, she looked pretty plumb to me but shipwright Hinrichsen sent her back down the ways the next day to get her plumb to his satisfaction.



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True North heads for Rock Island. There are four points of land visible. The furthest (under the genny's club) is the NW corner of Washington Island.

Twenty-six miles in five hours, from Sister Bay to Rock Island in a moderate southerly breeze; it was one of *True North's* finest performances. All afternoon our Shearwater yawl danced along under a blazing sun, first reaching, then running north up the west side of the peninsula past Death's Door Bluff, across the Port De Mort passage, and up the west side of Washington Island, then rounding Boyd Bluff, finally reaching east along the north shore of the island to Thordarson's Boathouse at Rock Island State Park. Temperatures in the nineties and high humidity put the discomfort indexes well over one hundred.

Having only one week of vacation to work with, we had decided to forego the Magnum Opus and the Edey & Duff Picnic (see "Peter Sails Again" by Sandy Lomen in a recent *MAIB*) and just knock around the waters surrounding the Door Peninsula and Washington Island in Green Bay, Wisconsin. One of our chief objectives was for Gayle to become more adept in the skills of sailing, and to do that at a relaxed pace. All of Gayle's prior experiences were with additional crew. She felt nervous about having to be relied upon. This objective was accomplished. Gayle still has much to learn, but she now has a better understanding of my claim that Shearwater is easily sailed by "a man, a boy, and a dog".

As for a dog in the crew? Well, Gayle had a Beagle/Shepherd when we married, Jock, and he showed a lot of aptitude. Unfortunately, his hips deteriorated suddenly and he had to be put down. I'd even given Jock a PFD.

The drive over to Milwaukee and up along the lakeshore to Door County is an easy one, and welcome after two earlier trips towing *True North* around and through Chicago to the eastern shores of Lake Michigan.

We arrived at Sister Bay Marina mid-afternoon Sunday and rigged the boat as slowly as practical in the oppressive heat. Now that we keep the mainsail furled on the mast, covered with canvas as we did in our Dovekie, *Pil-Pel*, I always use the gin pole to set up the rig. It takes extra minutes to sort out the lines, but our system has proven worthwhile.

True North To The Door

By Moby Nick

After parking the truck and trailer in the approved "long term" lot provided by the town, we found a nice restaurant with a Swedish theme and a pleasant menu; no rushing out on the afternoon breeze to find an anchorage this time. Sister Bay Marina had proved to be a first-class facility and we had a secure slip reserved for the night.

On our last trip to the washrooms before turning in, we walked slowly past the largest motor vessel in the marina; something like an eighty footer, though I didn't pace off her length. A couple were seated in the shadows on the aft deck with drinks in quiet conversation. Muted piano music washed out of the open door of a saloon sheathed in darkened glass. What does one say in greeting without just gushing over such a vessel?

"Nice piano music," I tried. The owner returned a knowing smile and casual wave of acknowledgement. Such is Sister Bay.

The wind blew through the night, and Monday morning still promised a good sail out to Rock Island. Indeed, the opening paragraph tells the tale. Maybe not remarkable in other waters, but Lake Michigan weather can be so changeable that one just hopes to not be becalmed halfway along. *Pil-Pel* once finished largely the same passage under oars, and not for just a mile or so. Yes, a following breeze all day long is something to cherish.

Rock Island has limited dockage for boats, the single L-pier in the shadows of Thordarson's Boathouse being primarily intended for the ferry service, and it was full when we arrived. So we turned around and went into Jackson Harbor, a short distance south over on Washington Island.

Jackson Harbor is an old fishing port. They welcome recreational boaters, but do not

have room for many. The facilities run from very basic to non-existent. Non-existent includes showers. The Harbor Master, however, is a great resource of weather observations from years of hashing over weather reports with fisherman, only two of which remain active. He'll volunteer everything he knows about current weather without asking. Slips for visiting boats consist of spaces around the perimeter of a single great dock.

Since low water levels have docks and piers standing tall out of the water all over Lake Michigan, we chose to berth crosswise at the far end of the dock where a ladder was provided. It didn't take long to discover that the waning breeze combined with the high dock made for zero ventilation, which together with invading flies portended a very uncomfortable night. Furthermore, the low temp for the night, as well as the dew-point, were predicted in the high seventies.

After a brief walk around the marine museum grounds, and a wade in almost eighty degree knee-deep water, we decided to call our dock fee of \$21 a "Donation for the betterment of Jackson Harbor" and bugged out to spend the night riding at anchor. We managed to leave most of the flies behind with a couple of minutes under half throttle after exiting the dock.

Zero-seven-hundred the next morning found the harbor completely calm, but an inviting breeze could be seen playing the water out on the Lake. So we raised anchor and motored out about a half-mile, shut down the Yammerhammer, and rigged a bimini in the face of the rising sun. Then we just drifted with the breeze while enjoying our traditional cruising breakfast of instant oatmeal and tomato juice, washed down with Gayle's special blend of coffee brewed in *True North's* new French press.

The bimini was an experiment, simply a cheap 7'x12' tarp suspended between main and mizzen masts and supported abeam by three wooden poles. Nothing special at all, but it would prove a genuine lifesaver on this cruise. I now have exact measurements and refinements in mind for a lightweight white bimini.

Another key for surviving the severe heat and humidity Sunday through Thursday morning was the bottled water Gayle had brought along in favor of carbonated soft drinks. I am accustomed to having a beer once sail is set and we are underway each morning, with two or three more later in the afternoon and evening. This week, however, beer did not quaff thirst nearly as well as water, and we began refilling the empty 10oz bottles from our bulk water jugs and recycling bottles back to the ice box. Neither of us can remember ever drinking such great quantities of water.

After breakfast we motored over to Rock Island for a look at the pristine sand beach facing Lake Michigan to the east and a tour of Thordarson's Boathouse. The visiting boats from yesterday had left, so there was plenty of room. The beach facing Lake Michigan on the east side was very inviting in the rising heat. It is considered the finest sand beach in the area.

Thordarson was a Chicago industrialist who amassed a fortune making spark coils for Model-T Fords. Rock Island was to be a private playground for his employees. The centerpiece is a stone boathouse, large enough to house a pair of forty footers. The dark, dank docks at water level, equipped with massive

iron rings and bollards, bring to mind brutes surreptitiously offloading rum and scotch with nothing but moonlight through the two open stone arches to illuminate their nefarious deeds. The high-vaulted main floor above is done in the style of the Vikings, all huge beams hung with garish shields, and a stone fireplace you can stand within. All of Rock Island is now a Wisconsin State Park.

By late morning it was time to decide how to do a thorough tour of Washington Island. We could return to more abuse at Jackson Harbor, or we could try Detroit Harbor on the opposite side, twelve miles distant. A family on a forty-five foot sloop sharing the dock with us the evening before had told us that Shipyard Marina in Detroit Harbor was very good.

The wind was building from the southwest. I knew it would be more from the south down the west side of Washington Island. It would probably take six hours or more to beat our way around. We decided to cut our exposure to yet another oppressively hot and humid day to a minimum by motoring. Our water consumption on the three-hour passage at half throttle was still high, three bottles each. The two-foot waves made *True North* pound at higher speed.

Shipyard Marina turned out worthy of all the good things we'd heard; air-conditioned showers, bicycles for rent, solicitous staff, a good restaurant on the wharf, and it was almost full, always a good sign. Pulling up to end of the center pier where an attendant was hosing everything off, I asked whether they had a slip available, and where it might be. "Why not just tie up where you're at." Don't you like "no-hassle" cruising?

They were fresh out of bicycles, so the Marina owner himself drove us four miles over to the ferry docks where we hoped to rent a cab for our tour. Sure enough, the ferry dock attendant handed us a brochure for Vi's Taxi Service. Raising her the cell phone, she asked where we were located?

"By the ferries", I answered.

"So am I," Vi declared. I recognized her voice from a previous visit some years ago, but the white minivan rolling to a stop nearby was new. Vi's family goes back seven generations on Washington Island. A paraplegic from polio in early adulthood, she drives her van seated in a wheelchair. There is nothing about Washington Island and its people that Vi cannot relate in detail. And her van is air-conditioned, a feature apparently shared by only four buildings on the Island! Driving up to the Farm Museum grounds, she informs us that the log cabin out front was her Grandmother's house; moved here, of course, from its original location elsewhere on the Island. The narration continues like that at every turn.

At a crowded beach in a cove on the NW side, near Boyd Bluff, Vi warns us to not take away any of the rounded white granite stones (like eggs, some of them) which are protected by law. I do have a few such stones at home, from another cove over on the Peninsula.

Vi stops in front of the only grocery store, asking if there is anything we need (yes, bottled water) and she hands me her own shopping list, along with instructions to tell the cashier that she'll return in two hours to pick up the order. If you go to Washington Island, meet Vi.

Back at the Marina several hours later, it was time to start thinking about supper, but



Vi's Grandmother's house.

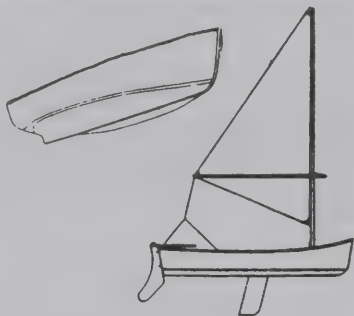


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the owner of a fine old fifty-foot motor vessel named *Angus* berthed nearby was out on the aft deck and it seemed an opportune time to learn more. Again what does one say, without just going all ga-ga about the boat? "Good evening! I'm curious how a vessel like this might be powered?"

"She got a four-cylinder Kahlenburg diesel below."

"You mean like the one over at Jackson Harbor in the Museum?"

"Exactly like it. The only difference is, this one runs. You're welcome to go below and take a look, if you like."

"I sure would. Do you mind if I run back to my boat to get my camera, first?"

"Not at all." Gene Landrum, 85 years old and retired from the Army, turned out to be curious about our "sharpie", a type of boat he had known little about until taking the *Angus* down to a Wooden Boat Festival at Sturgeon Bay the week before and seeing one there (not a Shearwater).

The *Angus*, built by Burger in 1939 at Manitowoc, WI, has a steel hull and wooden house. We both descended the generous ladder to the engine room, all of twenty feet in length, with plenty of elbow room around all of the machinery. The magnificent green-painted Kahlenburg, also built in Wis-

consin in 1939, shares the room with a two-cylinder air compressor, two very large accumulator tanks (with another pair forward under the V-berth) for starting the engine, an eight foot long muffler, and sundry other gear, including a couple of chairs. Gene said the engine only puts out 75hp at 400rpm, turning a 40" screw, but "you don't want to be standing in front of her when she's moving." Still radiating heat after being shut down two days earlier upon returning from Sturgeon Bay, the Kahlenburg soon drove us out to cooler air on deck.

During a marvelous gam, Gene disclosed that he first learned to run a Kahlenburg (one cannot simply press a button to fire it up) as a teenager working in fishing tugs out of Jackson Harbor during the Depression. He disparaged dock attendants everywhere telling how all they seem able to do is push and shove a boat around. "The *Angus* needs to be handled with spring lines if you want to maneuver in a dock without destroying something, so we do everything ourselves." There is a web site at <mvangus> if you want the full story.

A little while later Gayle and I went up to the dockside restaurant for clinner. More than just a hamburger and beer hangout, Gayle was impressed, which is saying something.

(To Be Continued)

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Ocean Planet, September 14, in a spirit of remembrance, perseverance and
 solidarity for the tragedies of Sept. 11. Photo by Latitude 38

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When I met Don Holder in 1936 I had no idea of what I was getting into. Two years before I had agreed to help the Dunphy boys in cleaning up their cousin's yacht in Drury Cove. This consisted, as I remember it, of hours of scraping the under surface of the deck. The following spring brought forth men in a variety of work clothes, working on a variety of boats. There was Brown, who sailed a 30 footer that looked like a turn of the century racer. There were the Elwells, father and sons, who had the *Fei Yuen*, a 35 footer that had raced extensively in the 1900s. She was now, like a lady past her prime, taken out on pleasant days only!

Ken Elwell ordered a 14' dinghy from Shelburne Shipbuilding that arrived one week-end, this was *Mist*. Another fellow was Bernie Mitchell who had a very low, very fast 25 footer when I first met him but he sold it and bought the 52' gaff rigged *Princess*. She was old but very pretty, and for the ones who made up her crew she was the ultimate! One chap I got a great kick out of had a green schooner, a small schooner, about 30' long. We were friends and when he launched the schooner I went aboard with him. We lifted the hatch in the cockpit and were astounded to see streams of water coming in one side and bouncing off the other! She stayed on the launching trolley for quite a while!

I got my first sail there in a 10' dinghy. She was owned by a friend of the Dunphys and when she was launched we all went sailing! After sailing with him a few times, I noticed a boat named *Bohunk* hauled up on the shore. She was 14' long and pretty elementary in all respects, having been built by a fisherman, and sold, new, for \$35. The owner had been disgusted after a day's sailing, and had abandoned her. He was a friend of my brother, so when we found that he wasn't interested in the boat, and that I could use her as much as I wanted, I sailed her all summer, raced her almost every Saturday, sold her for \$25 in the fall, and made \$5 commission!

While racing *Bohunk* I met the skippers and crews of the other boats, including Don, who was sailing the *Viking*, a Snipe with an oversized mainsail. With one reef it was a standard Snipe main. Needless to say, she could be capsized very easily with her oversized main. But, with her narrow cockpit clear of the water, she could be righted by one man!

By 1936 Don was ready to build a faster boat, and his father, the Colonel, had come up with the plans for *Venture*. She was to fit the rules of the Northumberland Straits 200 Square Foot Class, being 18' LOA, 68" beam, 3'6" draft, 200sf of sail. In the course of a conversation Don asked me to help with the construction, and I agreed.

He planned to set her up in one corner of the loft, since the work load is pretty low in the winter time. It was very convenient for me, because the sail loft was only 1-1/2 blocks from the high school, and about 3-1/2 from home. So after school and weekends work went on until 9-10pm, couldn't be interrupted. The molds were set up, battens bent, ribs steamed and bent, and planking went on as usual.

The garboard strakes had a very severe twist at the fore end and needed steaming before they went in without splitting. The centreboard was made up of oak planks which were held together by 3/8" bronze rods riveted over roves. The board had 350lbs of lead

Looking Back...

The Loft

By Bill Gamblin

on it. What a chore that was!

The lead was melted in the basement of a stationery store, and poured into a mould made of pine boards fastened to the centerboard. It was a real job, for the centerboard was 6' long and the mould extended the height to which the lead had to be lifted! The centerboard box was made of 1-1/2" pine with 2" birch logs with 3/8" bronze rod riveted over roves at the bottom ends, and threaded with washers and nuts at the top ends. The rudder was oak on a bronze stock, again with 3/8" bronze rod rivets holding it together. The bronze was bought in long, then cut and threaded or riveted.

The mast was about 3-1/2" x 4", and 25' long, very thin. I can remember it bending during racing, but it outlasted *Venture* and several years in *Savitar* as well, so it must have been well designed! The boom struck me as heavy but since this was before vangs, a heavy boom was useful off the wind.

Mr. Will Holder, Don's grandfather, was a clever sailmaker. The mainsail he made for *Venture* was unique. It was made of the best Egyptian cotton, but instead of roping it with Italian hemp on both foot and luff, he used hemp for the foot, but three strand cotton rope for the luff. Now hemp stretches when it is new, but not much after that. Cotton, on the other hand, stretches when it is under a strain, and contracts when the strain is relieved. So *Venture* had a main that could be full or flat depending on whether you just pulled it up barely tight or if you sweated it up!

The advice we got was invaluable. The loft, being close to the centre of town, was a spot where sailing people dropped in to discuss anything from new gear to old boats! Our best source of advice, or criticism, was Jim Logan, a semi-professional boatbuilder and full time stationary engineer at the Customs House.

Another chap who wasn't so much a help in boat building but whose advice on the rig was invaluable, was Art Hodges, an employee of the loft. When it came to advice on any kind of rope or wire work or rigging, his input was a great help, especially to me, since I was left with the rig to put together. The top ends of the shrouds and stays were spliced round the mast, parcelled and served, 50 years later they were still there! *Venture* had Feige turnbuckles on her shrouds, these had an upper connector like the Sta-Lok which needed no splicing.

Well, you've met Art Hodges the do-it-all sailmaker. Then there was the last of the apprentices, Joe Golding, who kept us entertained with his stories, which to a boy of 14 years seemed very exotic! Old Fred Holder, and his son, Young Fred, did the measuring and fitting of awnings. Mr. Will Holder was the spark plug that set the whole works going. He was a gentleman, a hard worker, and a man of honour. He had gone to sea as a youngster,

and had a fund of stories. He had a boat, the *Winogene*, which was on its last legs.

When *Venture* was building there was a fellow in the office, Belyea I think was his name, and he had collected stories of strange occurrences that had happened to ships in the area. I read them and wish that they were available now, many of the stories would curl your hair!

The visitors were many, but I remember only a few. Jim Logan has been mentioned. Howard Holder was a brother of Mr. Will Holder. He owned a sail loft in the north end of the city, which did relatively little work. Howie was almost retired and spent most winters in the Bahamas. He told stories and drew pictures of the sloops and schooners that he had encountered in the islands. Jim Brock, was another fellow who dropped in quite regularly to show his latest acquisition, a gooseneck, turnbuckles, and so on, until he had accumulated enough to begin construction of his 34' Lake One Design.

The loft was a two story building, about 40' x 80'. The upper floor was the working area where tarpaulins, awnings, coal bags, lifeboat covers, large schooner sails, and sails, were produced. The sewing machines, two large ones for heavy canvas, and three light ones were located round the sides of the cutting floor. The lower floor had offices in one corner, garage for the company truck in another, and the rest was used for storage.

Don and I decided to build a Snipe the next winter for a friend of his called Bill Blyler, who spent the summers in NB. First we had to clear space on the lower floor. Piles of sails, coils of rigging, and some real gems came to light. Two half models, one of a Seawanaka racer of the 1900s, and the other of a Saint John River Woodboat were found behind a group of schooner sails!

Besides the boatbuilding skills that I learned and perfected while working on *Venture* and *Halcyon*, I spent many hours in the loft, helping when I could and learning constantly!

Well, what did I get into as a result of meeting Don? We were best of friends through the building of *Venture*, after all one cannot hold a backup hammer against several thousands of boatnails without quitting or becoming good friends!

The education I got in the loft would be difficult to pick up in any other way. The use of tools was only one of the skills that was practiced. A job needing a wire splice for a new stay on a boat, the total rigging of new naval whaleboats from a tiny diagram, the salvage of a friend's 20 footer from a very exposed shore, all benefitted from the hours I spent in the loft, either listening to the stories by the sailmakers, learning something from them, or helping them.

Later on it all came in handy; the genoas that I repaired in the race off Ostende and in the Fastnet, the replacement of a genoa cringle, and the repair that became known as the "Macrame Mast", which held the rubber mast wedges in place on a Cal 40 in the 1972 Bermuda Race; and I guess the design and building of *Clytie* (see September 15, 2001 issue), the 22 footer whose birth was in an impossible situation, a 26' basement with no doors, and whose successful career, at a minimum cost, were all examples of the way things were done at the loft.

(To Be Continued)

Day 12, Friday, May 8, 2001
Reedville, Virginia, to Patuxent River, Solomons, Maryland

At 6:00 AM, I am underway in drizzle and 60-degree temperature with yellow rain gear on. I am again thankful for the dodger and bimini. By 6:38, I set the sails and secure the engine on a SE course out of the main channel of the Great Wicomico River. The wind is south about 8 to 10 knots. My speed is 4 knots. At 7:00 the wind increases and we are now doing an incredible 6 knots! How long can this keep up? I praise the wind god/goddess, hoping to influence this wonderful condition to continue.

At 7:23 AM, I identify Smith Point Light's flashing red every 10 seconds. Around 8:00, I begin to wonder if the huge northbound ship and I will play chicken with the mid-bay buoy we are both heading for, the ship wins and arrives first.

The genoa is flapping wildly with following seas and winds, so I furl it all the way in. In the process, I discover that the furling line, which is a small diameter, double braided nylon, has just come UN-braided at the critical wear point near the cleat. It is now unusable because it will not go through the tiny blocks along the deck to the roller furling spool on the bow. Fortunately, I have 100' of small, spare, single braid nylon line for just such emergencies. I will be unable to change the line in these 3' to 4' seas, the task will have to wait until we anchor. Until then, it is just the main sail. I have rigged a bungee cord from the reefing line under the boom to the lifeline to keep it from flailing in these following seas. I wish that I had a real preventer rig under the boom to the mast to steady it in following winds. We are doing 5 knots with just the main alone, but it takes a lot of concentration to keep the wind exactly astern or just a hair to starboard so that a gybe does not occur.

I am making such great speed, I make a decision at this point to bypass my next scheduled anchorage at Smith Island and head due north to Solomons Island at the mouth of the Patuxent River. The trip is about 40 miles and will be a long, tiresome day of total concentration in following seas and wind. The auto-tiller is no good under these conditions. Please, wind, hold steady!

At 10:15, we are abeam a very large WW II Navy ship sunk aground on a shoal. It is a surprise, as I had no idea that such a ship was so visible with most of the superstructure visible in the middle of the Bay. On the chart it is marked as a Navy bombing area. I try and take a photo, but the boat is rolling so much it will probably be blurred. There are several commercial fishing and head boats trolling over

Mr. Foot relieves Mr. Auto at the tiller.



Circumnavigation 2001

A Journal of a Circumnavigation of the Delmarva Peninsula

By John Potts



the vast shoal. They, too, are rolling around a lot.

My speed has dropped to 4 knots, which is OK, but I still yell to the wind, "I want 5.0, the big Hawaii 5.0, ya' know? I need 5.0 not 4.0!" I do that a lot. Sometimes it works and sometimes not. I try to call Sandee on the cell phone but discover that Verizon does have its limits as there is no service in the middle of this widest part of the Bay, the first dead spot



WW II Navy ship on shoal marked bombing area.

Head finishing boat near bombing area.



I have been in since I left the Severn River 12 days ago. Another reason to have marine radio as the primary source of communication on a boat, not a cell phone.

The two systems together make a good team, as I proved trying to get into the Great Machipongo Inlet and couldn't raise the Coast Guard on my old VHF; the cell phone came through in a pinch that time.

At 11:45, I am at buoy 72, one of my GPS waypoints; 13 more miles more before the entrance to Patuxent River entrance buoy.

A few hours later, we are abeam Patuxent River Naval Air Station and several fighter jets zoom very low overhead, the noise is deafening.

It is 3:06 PM. We arrive at the Pax River entrance buoy. The *Sandee Lee*, with several beautiful and fully crewed sailboats, begins a slow turn up the Pax River toward Solomons. My speed is now 3.6 knots, according to the trusty GPS. There is still an 8 to 10 knot wind from the south. It is foggy with about 3 to 4 mile visibility. The stern seas are building entering the wide entrance to the river, they are now rolling under my stern at about 6' high swells. This is the norm for several miles into the river. I have never encountered such swells in this sailboat before.

It is 3:45 and I am exhausted. We are almost to Solomons and the wind speed is decreasing, so I take the choice of lowering the main and using the engine for the remainder of the voyage. I enter Solomons Harbor and make the first right turn into the nearest creek and anchor at 4:33. It has been a long day of heavy, concentrated sailing for over 10.5 hours. The good thing about that was about 9.5 hours were under sail, a trip of about 40 miles! Thank you, wind!

Day 13, Saturday, May 19, 2001

Anchored Solomons, Maryland

The day is rainy with absolutely no wind. Sandee's note for today says, "I'm getting a glimpse by now of what life would be like without you. And it's lacking some very important things, like someone to hold onto, to talk with, to snuggle with. I miss you." Yeh, me, too!

I decide to stay put today for the first time in this circumnavigation, a downtime day. In a way, this is my old home harbor. I lived in this county, not far from here, for seven years in the 1970s. I bought my first sailboat and kept it here at Solomons. She was an old wooden hull sloop made in Denmark, an Amphibicon with a pop hatch. She was about 27' long, as I recall. I saw her picture on a bulletin board, and my wife at that time said that was a classy looking boat with all her varnish. I took that as a "no objection" and bought her for \$4500. I soon discovered that she had rusty keel bolts and I could not afford to have them replaced. The marina manager said that the keel could fall off in rough seas and she would then capsize. What, me worry? I did have her out on the Bay a few times in good chop, but the keel never fell off. I sold her a few years later for \$500 more than I paid for her, rusty keel bolts and all!

So, Solomons has a lot of memories for me. They were very special years. I retired from the Coast Guard (the first time) while living here, opened a bookstore and art gallery in Prince Frederick, worked in St. Mary's County at the Harry Lundeburg School of Seamanship, where I developed and taught an extensive water survival course for merchant seamen, all before I re-entered the Coast Guard in 1980 and moved to Puerto Rico as the first Coast Guard Recreational Boating Safety Officer for the U.S. Virgin Islands and Puerto Rico. I am spending today, writing as much as I can remember about the seven years I lived here. Such writings are not the subject of this article, but I am sure my children will find them interesting someday.

I hear the rain falling upon the cabin top. The creek is flat calm except for the occasional passing of boats. The temperature outside is 62 but comfortable inside with the hatch closed. At 7:20, I call Sandee and tell her of my plans to sell her namesake. The rain continues all day, so does my writing of memories. The decks are washed clean. By 7:00 PM, the rain stops and the sun appears. An elderly couple paddle by in their yellow kayak and try to read the homeport on my transom. I told

them I was from Round Bay on the Severn River and was nearing completion of a circumnavigation of the Delmarva Peninsula. They sounded impressed and resumed their paddling. I miss rowing my Alden Ocean Shell and wish I could have brought it on this voyage, but it is too long at 18', only 7' shorter than the sloop. It would have never taken towing due to the chop of the sea without swamp-

ing and possibly capsizing.

A large ugly turtle swims by the boat ever so slowly, it must be about 18" long. Egrets are lounging along the shore. It is so calm and peaceful. A lot of reading and writing accomplished today. I also managed to replace the frayed roller furling line to the genoa with my spare line.

(To Be Continued)



Swells entering Patuxent River.



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(Milachi 3:6)

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History: *Tomahawk* was built in 1914 by William John Malette in Gananoque, Ontario. The original owner of the boat, Ralph Britton, won many American Canoe Association (A.C.A.) trophies with the boat, including the "Mermaid Sailing Club" and the "Mate Trophy". *Tomahawk* is the second most famous "16 x 30" and can be seen in the exhibit "Decked Sailing Canoes in the Thousand Islands" located in the Museum's Thomas Skiff Livery.

The "16 x 30" is an indigenous boat to the St. Lawrence and has played a major role in recreational boating since the early 1900s. It is referred to as a "16 x 30" because the boat is 16' in length and 30" wide. This boat has many unique features which help distinguish it from other sailboats. One such feature is its sliding seat. Each seat has a carriage, or sliding track mechanism that provides the sailor additional leverage to keep the boat up-right (hiking).

The "16 x 30" also has two masts, the main at the bow and the mizzen at the stern. The self-bailing cockpit is essential to prevent the boat from swamping. This design allows any water which finds its way aboard to drain out of the cockpit through the centerboard slot. "16 x 30s" also have a unique crosshead tiller to accommodate the sliding seat. The crosshead allows the tiller to move back and forth from starboard to port, enabling the sailor to hike out further. This tiller configuration also creates more room in the cockpit.

Strongback & Keel: The boat is built upside down on the mold, strongback, or form. This type of construction is "Board & Batten" which is a smooth skin or carvel type of plank-

Building A Reproduction Of *Tomahawk*

(Reprinted with permission from *The Gazette*, newsletter of the Antique Boat Museum of Clayton, NY. This Living Exhibit was documented by Amy Burdick, Curatorial Assistant. She photographed the boat builders' progress throughout the summer and mounted a progressive exhibit of the construction. This article is a glimpse of her work.)

ing.

The molds are placed on the strongback to coincide with the lofting. The molds are then leveled and faired. The builders lay the keel (white oak) with a rough rabbet cut in preparation to receive the garboard. Dave and Aaron attach the inside stems (white oak), which have been pre-boiled and bent on a separate mold. There is a tremendous amount of hand planing necessary in order to get the rabbet of the keel to meet the inside stems. Stem knees (mahogany) are needed to strengthen the joint between the keel and inside stem and to provide a surface to attach the full length battens.

Board and Batten Construction: The battens (white oak) run from stem to stem, for this type of boat there are four on each side.

After the battens are secured to the mold, the builders line off for the ribs, which run perpendicular to the battens and fall every six inches on center. Aaron and Dave mark these lines directly onto the battens. Then they cut notches in the battens where the ribs land so the ribs and battens are flush.

Bending and Ribbing: The ribs (white oak) are either boiled or steamed. Aaron and Dave slide the rib under the keel, clamp it, then bend it into the notch they cut in the batten, and fasten it with a ring nail. After the ribs dry, they will fair the battens and ribs together.

Planking: The builders know where the planks (Atlantic white cedar) have to land, so by spiling they make the plank shapes. This particular boat has four planks to each side. The planks will be ring-nailed to the battens every inch the full length of the boat and also clinch nailed along each rib in one inch increments.

After the planking is completed the boat is taken off the strongback and work begins on the deck beams, centerboard box, cockpit, decks, coaming, masts, and spars.

Centerboard Box: The box is constructed of marine plywood and mahogany and is through bolted to the keel. The top is open and above the actual waterline, so that any water that comes into the cockpit will automatically run out. The cockpit floor is also plywood and will have a slight angle towards center to drain the water.

Deck Beams: The location and curvature of the deck beams (Douglas fir) are taken from the lofting and transferred to the hull. The deck beams fall every 6" on center. The curvature or "crown" in the deck is designated by the



Building the strongback. Aaron secures the knee to the stem.



Water in the galvanized pipe is boiled by a hot water heater core, producing steam, which rises into the PVC pipe to soften the wood.



The hull begins to take shape when the battens are placed on the strongback.



(Left) Ribs are installed on top of the battens, giving the boat its strength.

Dave and Aaron fairing the hull with longboard sanders.



Dave fitting the final plank to the hull.



height in the center of the boat to the sheers. The deck beams is notched at the sheer and screwed to the sheer clamp, which is also the sheer batten.

Decks, King Plank, and Coaming: The decks, king plank, and coaming are all mahogany. After the deck beams are faired, the four deck pieces will be fitted and fastened to the deck beams. The king plank runs on top of the decks as a piece that covers the seam in the deck fore and aft. The coaming, which is bent into the cockpit shape at the deck, helps deflect the water and is a trim piece.

The Mast and Spars: The masts are Sitka spruce and are hollowed out to save weight aloft. The masts taper at both ends and are made by hand. First, the timber is tapered, then cut to eight sided, then sixteen sided, to thirty-two sided, and then sanded round. The spars are made the same way.

Finishing: The entire boat is varnished except the cockpit, which is painted. Aaron and Dave use six to eight coats of varnish. Once the task of sanding and varnishing is complete, all hardware is installed and the sails rigged.

Builders in Residence

Dave Kandler joined the Museum a year ago as a subcontractor/carpenter. He helped construct the latest addition to the campus, the Morgan Gold Cup Building. Dave grew up on the St. Lawrence and has always had an appreciation for wooden boats, which he wanted to turn into real skills. Dave sees this as an exciting opportunity for him to grow as a boat builder and the Museum sees it as a chance to foster new learning in craftsmanship and skill.

This is Aaron Turner's third summer as part of the "Living Exhibit". Last summer, Aaron built a reproduction of an 1894 Rushton Catboat which can be seen on display in the Thomas Skiff Livery. In 1999, Aaron played a major role in the Museum's "Living Exhibit" project "A Skiff Comes to Life", building a reproduction 1914 Skaneateles Skiff. 2001 was Aaron's 13th year building and restoring wooden boats.



Aaron and Dave taking the boat off the mold.



Aaron fairing the hull with a random disc orbital sander.



Right: Aaron and Dave installing the cockpit floor.

Dave installing the deck beams. The deck beams are every 6" on center.



Fitting the cedar sub-deck.



The Concept and Contest Rules: Jib sails are known to be quite aerodynamically efficient, partly because they operate in clear air. Mainsail efficiency is reduced because the mast at its leading edge disrupts the air flow. Still, to my knowledge, very few experimental single-sailed boats have been built using only a jib, sometimes known as a mast-aft rig, while many boats have only a mainsail, often called a cat rig.

Our own recent (quite successful) experiment with a jib-only rig came somewhat by accident. Our sail club (Hunterdon Sail Club, Clinton, NJ) set up a build-a-boat contest and regatta where the only sail allowed was a 35sf jib from a popular racing dinghy, the Jet-14. The two apparent rigging choices were to use it as a jib, or to convert it to a main by lashing it behind a mast.

More About the Contest Rules: The hull must be built using only two sheets of plywood (plus miscellaneous framing lumber), the mast, rudder and daggerboard borrowed from a Sunfish, and the sail borrowed from a Jet-14. Cost of all non-borrowed parts must be less than \$50. It must be built in one day, and raced in a four race series, with a different skipper for each race, the very next day. No time for testing and tuning, though we did have several weeks to design the boat before the contest weekend.

Hull Design: Early thoughts on our hull design were far ranging, but constraints kept pushing the design towards the conventional. The idea of a catamaran came up quickly, but the catamaran advantage is its ability to carry a LOT of sail on a light hull because of the righting ability of wide effective beam. We, however, are limited to a very small 35sf sail plan (popular adult singlehanders have 60-80sf); and all of our skippers should readily provide sufficient righting moment just by sitting on the rail of a monohull of moderate beam. Now the high wetted surface and very slow tacking ability of catamarans are left as serious limitations. During the design phase we had no idea of what the wind speed would be on race day.

Next there was waterline length to consider. When building in a hurry, it's obviously easiest to limit the hull length to 8' so no plywood needs to be scarfed or otherwise joined. Again, with only 35sf of sail, we thought (incorrectly, see below) that we were unlikely to get to the hull speed of 3.8 kt for an 8' waterline, so a longer hull would have no obvious speed advantage. If the hull has small deadrise, it should be able to plane when necessary in a real blow. The need for non-negligible freeboard requires a lot of beam for most of the waterline to get sufficient volume in the water, so a broad scow-shaped bow is suggested.

The resulting boat must be structurally stiff enough to handle the rig tension (see below). It also must not swamp in choppy water. Rather than think about Elvstrom bailers and/or air bag flotation, a decked over hull like the early Sailfish (which became the Sunfish after adding a cockpit) has a lot to recommend it. The decking creates an extremely stiff stressed-skin structure, and any chop will wash right over the top. The downside is that it is tiring to sit on a flat deck.

A simple plywood hull needs developable surfaces. I did this by using constant deadrise bottom panels, curved vertical side panels, and a flat deck. The vertical sides allow full use of the beam for stability. The

Building and Testing A Jib-Only (Mast-Aft) Sailboat

By Brent Benson
Photos by Chet Ensign

deadrise was initially set at an arbitrary 10 degrees, which subsequently turned out fine when other considerations came into play. The amount of rocker was determined by the desire to keep the bow and transom edges just at the waterline with the weight of the heaviest probable skipper aboard. Larger deadrise would require too much rocker.

The flat deck makes it easy to construct the hull upside down. When it was all sorted out, a maximum beam of 40" leaves enough plywood out of the sheets to build the sides. The scow shape with 24" beam at the bow and 30" beam at the stern results in 4.5" freeboard, considered acceptable since we expected to get a bit wet anyway. The angled bow reduces the waterline length a bit, but it was expected to keep the bow from pushing water in chop.

Sail Plan: As mentioned at the start, the Jet-14 jib could be rigged as a mainsail by lashing it to the mast using the luff snap-straps, and a boom could be set up to create a conventional loose-footed cat-rig. Alternatively, it could be rigged like the jib-that-it-is, in what is sometimes called a mast-aft configuration. The jib-rig has the advantage of better sail efficiency because the sail is mostly away from mast interference.

Also, the sail was cut at the loft to fly like jib rather than like a main, though it would need to be trimmed with less twist than when there is a main behind it. The cat rig can be tacked without resheeting, its only clear advantage. In the end, it was probably the fun factor of experimenting with an unconventional mast-aft rig that led to its choice. This would conceptually counterbalance the hull design which turned out to be quite conventional, though without any particular intent to go that way.

Now we can understand the need for a stiff hull. The luff curve of a Jet-14 racing jib is cut for small forestay sag, hence it needs high forestay tension to get its best shape. This high rig tension would not be possible on a flexible hull. Our stressed skin hull can easily handle high rig tension. Locating the shroud chainplates all the way aft at the transom provides good mechanical advantage to tighten the forestay, though it perhaps puts them closer to the centerline than we would like for athwartships mast support.

The daggerboard trunk was left longer than the daggerboard chord length so that the board could be moved forward or aft to balance the helm. All sources indicated that it is quite difficult to predict the optimum position daggerboard anyway. Adjusting the daggerboard seems much easier than the alternative of adjusting the sail plan, especially in the very limited time available. Five chocks were fabricated to fill out the slot.

Construction: The building team was a rotating group of eight workers who came and went throughout the day, often taking breaks at the associated pig roast picnic. Usually only three at a time could work on the hull without getting in each other's way. I had made mylar patterns for the framing such that time need

not be spent measuring on construction day.

The frame was assembled with construction polyurethane adhesive and drywall screws (remember the cost limit). The vertical 1/4" lauan plywood sides were fitted next. Then sections of chine logs were glued and brad nailed to the sides between the frames. These needed to be kerfed to bend to the side curves. The whole frame and side assembly was hand planed to final shape such that the 1/4" plywood bottom and top panels made proper contact everywhere. We depended on good joints as well as the adhesive for watertightness. All panels were then glued and brad-nailed into place. The panels were cut slightly oversize, and trimmed with a bearing guide router bit after assembly.

The mast step is a shallow hole in a block screwed to the deck. The mast height needed to be extended 31"; we used pvc pipe. The minimal fittings were quickly screwed into place after several coats of fast-drying lacquer.

Sailing Experience: Skippers ranged in weight from 160lbs to 195lbs (boat weight about 70lbs), but the hull sailed near her designed waterline. It felt quite stable for its size. Although the topsides look like a box, the smoothly rockered low deadrise hull down below moved very nicely through the water, leaving little wake. We guessed right the first time on the daggerboard location and the fairlead positions; helm balance was great.

The weather was cold on race day, and the wind was brisk, ranging from 12-18kt. Tacking the boat was initially slow. The jib must be resheeted to the leeward side by the skipper after each tack. In the brisk wind, the lines fly everywhere, but must be captured with one hand, as the other hand is on the tiller. A shorter continuous sheet would have solved this problem.

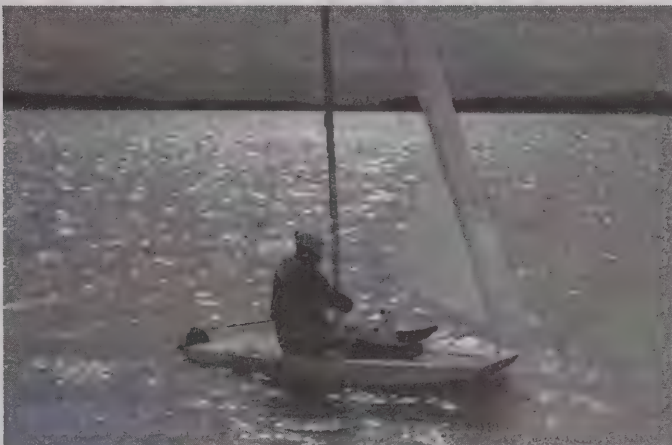
The boat felt quick, in fact amazingly fast. It even jumped up on a plane several times on reaches. In our design phase I thought it would have taken much more wind to plane. In these wind speeds, a windsurfer would have chosen a 60-70sf sail. It was difficult to believe all the power that was generated by 35sf of sail area. The only evidence that the area was small was the low heeling moment. Clearly this jib-only rig is VERY effective aerodynamically.

One downside is that the aft location of the mast placed it right up to where the skipper should sit. If we sail the boat next spring, I will move the mast step forward and more out of the way, but keep the mast-head in the same place (so the sail will be unaffected). The raked mast will look spiffy too.

The Races: The regatta was no contest. The other team built a 16' long cat-rigged trimaran (short amas) that lacked momentum and always fell into irons when tacking. It never did actually sail the complete race course. Our team's rejection of a multihull design was validated.

Meanwhile our little boat zipped quickly around the buoys in each race as if it had some hidden additional source of propulsion. The racing would have been much more interesting if the other team had a similar monohull, especially if it used a cat rig for comparison. Designs were kept secret, so we didn't know about their trimaran until we saw it being built.

Recommendation: If you get a chance, fit a hull with a jib-only rig and enjoy the surprising performance. It might also be a good training rig because it doesn't have a boom to bash beginners on the head.



SHIVER ME TIMBERS

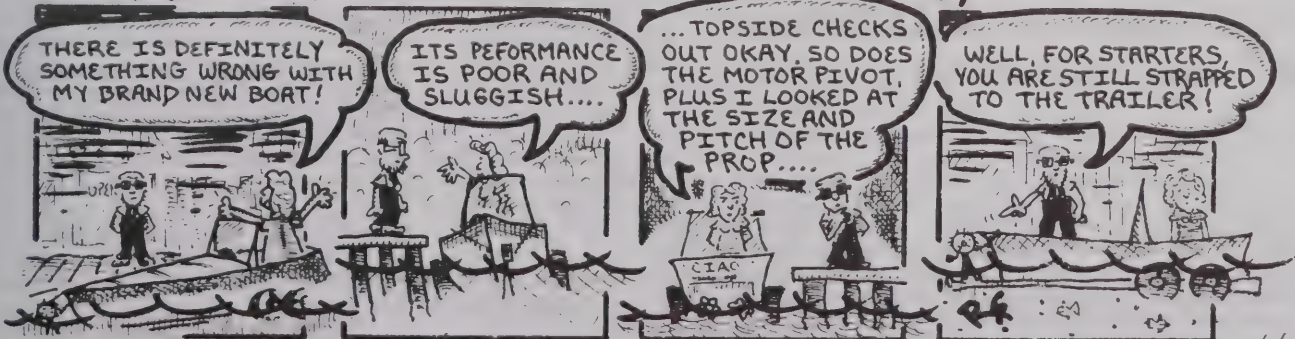
by: Robert Summers

THERE IS DEFINITELY
SOMETHING WRONG WITH
MY BRAND NEW BOAT!

ITS PERFORMANCE
IS POOR AND
SLUGGISH....

... TOPSIDE CHECKS
OUT OKAY, SO DOES
THE MOTOR PIVOT,
PLUS I LOOKED AT
THE SIZE AND
PITCH OF THE
PROP....

WELL, FOR STARTERS,
YOU ARE STILL STRAPPED
TO THE TRAILER!



After I am satisfied with the shape of the whole boat (I stand around and look at it for at least a week and usually go to the coast and come back and look at it again before I finally quit fooling around) I take it all apart, adjust the transom bevel and rebates, put a few strands of un-raveled woven roving between the transom and the planking and glue the whole boat together. It is a marathon proposition, took sixteen hours to do our own big skiff. I get up in the middle of the night to take out the screws. Sometimes one of them will try to mess me up and I'll have to heat it with a little copper thing that is shaped to fit the square recess and the top of the head of the screw. I get them all though even if I have to bore them out with a screw extractor. I check with a metal detector when I am finished.

I used to stuff a little tuft of fiberglass (it is an easy series of experiments to prove that fiberglass is the strongest filler for epoxy, I guess it is because it does not absorb the resin and starve the wood and the long strands are strong) into each screw hole so that, when it was saturated with epoxy, it would make a fiberglass fastening. It was also transparent.

One of the boats that was to be varnished inside and out had to be sprayed with the Stoppini two-part polyurethane varnish in the shop because it was too cold out in the shed. I hung the boat by the seat, and sprayed the outside and then hung it upside down to spray the inside (that completely prevents overspray from settling on the boat) and rigged some lights on the floor to stomp and trip over while I was incapacitated by my zoot suit. The lights shining through the transparent screw holes made the ceiling look like a planetarium. That tuft of fiberglass in the hole was a strong way to do it too, but I found that it was just unnecessary work. A properly epoxy glued, five eighths inch seam is plenty strong.

Now I just do that in the transom screw holes and later, the seat, and frames. I pack the plank lap holes with poplar sanding dust that my grand daughter sifts for me with a set of graduated sieves left over from my geology days in college. I found that there is one screen that catches some fluffy looking dust that is easy to rub into the holes and which wicks epoxy in there just right. The dust swells up just a little from the epoxy and scrapes off perfectly.

The outer stem is next. If the stem has a lot of curve, it is laminated from very thin strips of sanded hickory (H. aquatica which is almost as dark as poplar and hard as hell). I do it a peculiar way. First I sand the ends of the planking square and fair. Then, while it is still hot from the sanding, I saturate the end grain with epoxy, carefully wiping up any that runs down the plank laps. I keep painting with my little brush until the wood won't take any more. It is surprising how much will soak in. When it is done and cured, I lightly sand it off flat again and super glue the laminations on there, one at the time, with as little glue as I can get away with.

After the outer stem is built up enough to suit me, I carefully shape it with my tiny belt sander (Makita 9030... a useful tool) and immediately paint it with epoxy. The heat from the sanding, the dust in the tiny cracks and contraction of the air inside the cracks as the wood cools aids capillary action to draw the epoxy deep into the laminations (easily to the center of 1-1/8" thickness). It is a neat way to do a nasty job. After that is cured, I clip and

How To Build a Boat Like We Do It (At this time anyway...)

By Robb White

pull the wires from the ends of the garboard strakes, take out the ugly screws in the ends of the others, fit the keel (if any) and fit the solid inner stem and glue it in there. After that is done, you can't tell that it ain't a real boat.

Then I wash, sand, Gougeonize and scrape the whole hull about three times. We won't talk about that part anymore

I do frames three different ways. For a heavy duty boat like a planing "skiff, I use plain-grain planking scraps to make single sawn frames with wide laps of the futtocks at the turn of the hard bilge. In such a boat, I like the frames to be big and plentiful. For regular light boats, I resaw the futtocks from natural crooks so that they are identical. Natural crook frames can be smaller and lighter. For the little extra-light double ended boats, I laminate the frames just like the outer stems. I put a piece of tape inside the boat and build the frame up on it with the super glue.

When all the frames are sort of stuck together, I pull them out with the tape, sand them, Gougeonize them and try to remember where they went so I can glue them back in there permanently. I like frames. Not only do I like the way they look but glued in frames make a boat strong. I never have to caution my owners not to let big kids get in the boat on dry land and stomp around. I have a friend who had a glued lap plywood boat come to to pieces when it was tumbled in the surf. I don't think it would have done that if it had had frames. Our boats handle that treatment routinely.

Rails, quarter knees and breasthook come next. I like a lot of pre-sanded blocks between the sheer clamp and the inwale and I fit them onto a tenon on top of each frame. On heavy duty boats and sailboats, I make the sheer clamp full round like a dowel with half round on both sides of the sheer strake for inwale and rub rail. The blocks then are not beveled but coved so that they can rotate around the inwale to set the angle.

I used to use a jillion spring clamps to put this mess together, but my experiments have shown that you can just tack the whole shebang together with super glue and, later come back with the epoxy (see all about that capillary action business elsewhere in this manuscript). The job turns out much neater, not only because the epoxy job is neat, but you can look down the line of blocks and get them right because all them clamps aren't obstructing your view. I still have to clamp the sheer clamp into its coves in all those little blocks but it wants to do the right thing and even if it didn't, it ain't got no choice but to get right with the groove.

Seats, foredecks, and bulkheads are fitted and glued to the planking instead of to carlins and clamps. In outboard skiffs, the stern seat is what holds the motor from busting the transom when the boat is on a trailer (a boat trailer is the true test of the strength of a boat). A big deal "U" shaped stern seat is usually an option but planing outboard boats all get them.

I used to foam the flotation box under the stern seat but not anymore. I make a wa-

tertight fiberglassed compartment with big access holes. Eight cubic feet of foam weighs a lot and besides, I don't trust it. I have seen too much "closed cell" foam that weighed the same thing to the cubic foot as oak after a few years. If the boat is to be as light as possible, the stern seat is built very thin, (1/8") sheathed, top and bottom, with fiberglass and fitted with a rim around the edge. Extra light foredecks are also sheathed top and bottom. You can stomp around all you want to on an 1/8" sheathed foredeck weighing less than a pound. You know, you can say what you want to about little boats, but, in my experience, I never had one that I wished weighed another pound.

You can tell by all this that my opinions matter to me. I ain't trying to be arrogant, but I have fought this good fight for a long time and I have finally figured out why I do it. I used to think I did it because I liked the work. Nobody but a crazy person likes epoxy and fiberglass and I ain't that crazy. I used to think that I did it for the customer or me when I see how they act when they finally get to take a look (I don't allow kibitzing, suggestions or supervision of any kind during construction at all).

The customers are entertaining and sometimes get to be good distant friends (the best kind) but I don't build the boat for them. I do it for the boat. I love a little boat... a good little boat... a real good little boat. I do it like I do because that's what I found makes the best little boats so far. I would weld aluminum or steel or wield a chopper gun or lay up Kevlar and graphite fibers or roto-mold polypropylene or spray Gunnite if that would make a better little boat.

As soon as I get through building the boat, I use it for a good little while (that's in the deal) and decide what I'll do to make the next one better. Then I call the customer and let it go. I decided a long time ago that there were only just so many boats that I would be able to build in my life and, arrogance be damned. Since there ain't no money in it, I'll do it just exactly like I bloody well, dammit please.

Here is how we fiberglass planks. First, we freshly sand the plank with 80 grit paper in an abrasive planer (wide belt sander). Our experiments have shown that epoxy and fiberglass sticks better to that than even rough lumber, planed lumber, or lumber that was sanded several days ago. After that, we rub the plank with a Scotch Brite pad to take off the fuzz. Then we roll out the fiberglass (cut in the roll with a toothless bandsaw blade, sorta fuses the edges of the resulting tape a little... don't forget to vacuum out the hole in the tube afterwards) and heat the plank and the dry fiberglass with heat lamps just until things are warm.

We turn off the heat lamps and squeegee the epoxy down both planks at the same time so the progression of the cooling will be the same for both. We only mix a tiny (5oz) water-cooler size cup at the time and pour it on just in front of the squeegee. We are very expert. We used to vacuum-bag the plank's fiberglass onto the outside of the planks but have become so expert with the pouring and spreading method that the job turns out better... can't vacuum bag the inside anyway because of the crookedness of the pre-formed planking.

The cooling of the plank and the fiberglass draws the resin in and there are no bubbles or shiny places where the glass is float-

ing. It is easy to go back and treat any little pale-faced spots where the wood has extracted the epoxy from the fabric. It is not unusual for epoxy to soak clear through the planks as thin as 1/8" to the other side. Careful attention to the state of cure helps with the trimming.

Cyanoacrylate glue is mighty useful. There is a difference between the discount store variety and the industrial stuff (I use "Hot Stuff"). It is nice to be able to stick a feather-board right out in the middle of the bandsaw table or a fence on the bottom of the plane or a guide stick onto the face of a specially shaped scraper. I won't go into all we have discovered about it but once you master the peculiarities of the glue, the results are interesting.

Super glue saturated fiberglass is especially unusual. For one thing, it is much, much harder than epoxy and glass or even polyester gelcoat. It is so hard that it sands slow and takes a new file to cut it. The thin cyanoacrylate saturates the glass fabric so quickly and bonds so completely that the sanding dust from it is not an irritant! Instead of little splinters of glass abraded from the resin, it is just dust, like talcum powder. We have found that it is completely compatible with epoxy. Either will stick well to the other. Now if it'll just get down off that five bucks an ounce.

Jackleg is a mean name that some people

used to call folks that drank too much moonshine whiskey back when that was common. I guess the lead from the solder of the crude stills or maybe the fusil oil from the interbonding and oxidation of the higher molecular weight alcohols that came out of the spout when the mash was over-cooked caused some brain damage. Jackleg people used to have a characteristic gait when they walked. They would walk a little way just like a normal person, then, some neuron would shoot crooked and hit the wrong thing and, uncontrollably, one leg would "jack" and they would have to stomp around to regain their balance. Smug drinkers of bonded spirits thought that was funnier than hell.

The ailment was progressive and correlated closely with the amount of moonshine the person drank. It was self-limited in a way. Once the disease progressed to a certain stage (say, both legs jacking at the same time) the person fell down and was unable to go get any more moonshine. Unfortunately, brain damage is not very reversible and a man was usually a jackleg for life.

Cruel people used the name as an adjective to describe the contrivances of someone in that sort of fix. For instance, the substitution of haywire for sparkplug wires on a Model "A" Ford, which, when new, came with little brass straps held in place by being bowed up

between the posts on the long wings of the distributor and the top nut on the plugs. These straps were easily lost and the replacement of them, with haywire, was called a "jackleg rig" even though it worked perfectly.

Jackleg is often used as an adjective to describe the projects of someone whose brain was in that kind of fix by people who were too smugly satisfied with their own inability to have any interesting projects of their own... like fixing their own car. In my youth, I never saw a Model "A" that wasn't jacklegged to the spark plugs. Probably that was because they were so old then that the people who deride such as that were driving new Ford V-8s.

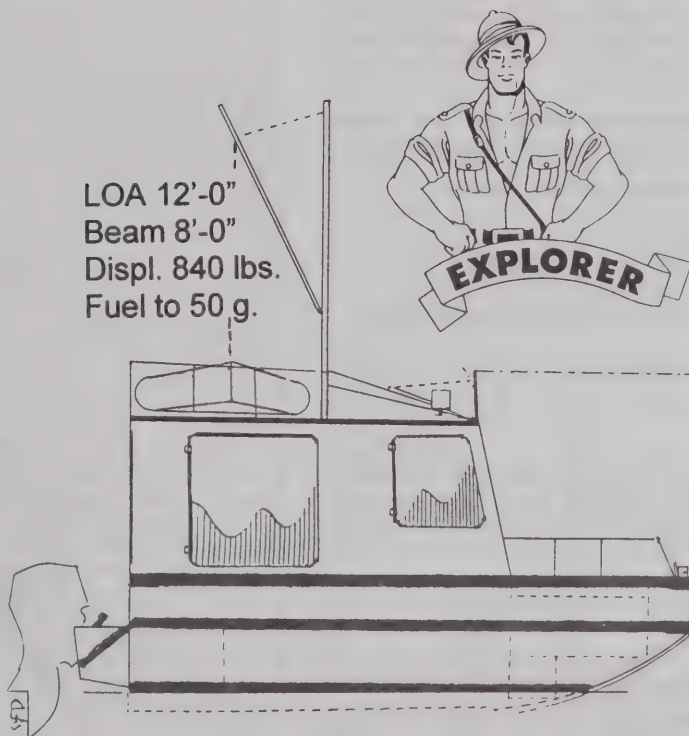
To my shame, when I failed to do some home improvement project in a timely manner, and my wife, out of desperation, had to take over the project, I am afraid that I have been guilty of using the cruel adjective form of that word. Also, I must admit to a certain tendency toward jackleggery in that direction myself, particularly in my association with non-boat machinery and cyanoacrylate glue. Changing social mores and cheap legal whiskey have just about eliminated the ailment... but not the rigs. Why just this week, while I was busy, my wife replaced the rotted out leaking drain trap under the bathroom sink with a bicycle inner tube and a couple of nylon tie-ties... what talent.

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NOTE TO GP-16 FANS: Another one launched. See it at web site www.hotkey.net.au/~robruce. (This one is in Australia.) Shows 50 photos of building and in the water. See past ads and articles in *Boats* and story in November/December *Boatbuilder*. See study plans and photos at www.bateau.com. (See also SO-DU-IT! 14' sailboat.) Do check out the bateau chat feature - lots of good stuff.

Few people who camp-cruise are likely to go out under oar power alone. Consequently, boats optimized for that activity are rare and often strange looking. Traditional pulling boats like a Whitehall, dory, or peapod are easily adapted to beach cruising. They are camp-ready, with plenty of room, stability and a good balance between speed and seaworthiness for inshore work. This makes perfect sense given their pedigree as human-powered load carriers from past centuries. Unfortunately, there's likely to be some fiddly work to rig a place to sleep in their "traditional" interior layouts.

At the other end of the rowing-cruiser spectrum are freaks like "Sector No Limits" and so on, the ocean crossers, whose primary design brief is the ability to carry ocean-crossing loads of provisions. They are demonstrably good for the job but no one would think of an inshore cruise in such heavy, slow designs.

I've camp cruised in rowing boats, for example, a 17' Whitehall and a 12' Bolger Teal. Attractive waterfront campsites on the Chesapeake are rare, so these boats had fitted tents of varying complexity for sleeping aboard. This works okay but over the years I've grown tired of the notion of pitching a tent at the end of a long day on the water. Even the best tents can be troublesome and invariably let in the moisture. A boat could be designed around a specific high-tech self-erecting tent but this approach involves other issues I'll leave for another time.

So now we ponder a light pulling boat with a fixed roof. The skipper escapes rainshowers without toiling over a soggy mess of tightly packed tent or leaping into foulies. Visually, The Rowing Cruiser instantly recalls various ocean-crossing machines, but it isn't even remotely suited to that. It is a solo coastal

The Rowing Cruiser

By John C. Harris

cruiser. It has overnight accommodations for one. It has displacement enough for provisioning a three week cruise alongshore or in rivers, bays, and the like.

The hull shape is selected for speed in choppy water. Substantial rocker reduces wetted surface. While tender at rest, it has enough secondary stability to handle inshore wind waves and motorboat wakes. I'd hope the fine-lined underbody will permit average speeds of 3 to 4 knots with a sliding seat and 9'6" sculls.

I'm sure the enclosure adds windage enough to be noticeable in strong winds, although not enough to ruin the whole day's rowing. If it were mine, I'd have a small, easily stowed sail for running.

It's true that the enclosure (it's too small to deserve the term "cuddy", to say nothing of "cabin") would tend to make the boat self-righting, but it isn't really a self-righting boat. The enclosure would need to be much taller and uglier to make righting automatic,

with watertight hatches kept in place and all loose gear stowed so that it couldn't pile like ballast on the overhead when capsized. There's a scant 24" of height in the enclosure, enough to lie down comfortably, and perhaps read a book on a rainy day. Cooking would have to be done in the cockpit. Light, bulky things and the downwind rig are stored forward beneath the deck.

Claustrophobia is allayed by the big windows, a large deck hatch, and substantial cross ventilation. It would be a shame if a 19' boat couldn't take on a passenger once in awhile, and I envision the passenger seated upright in the enclosure with head and shoulders sticking out of the hatch. The cockpit is self-bailing, with flotation beneath the deck.

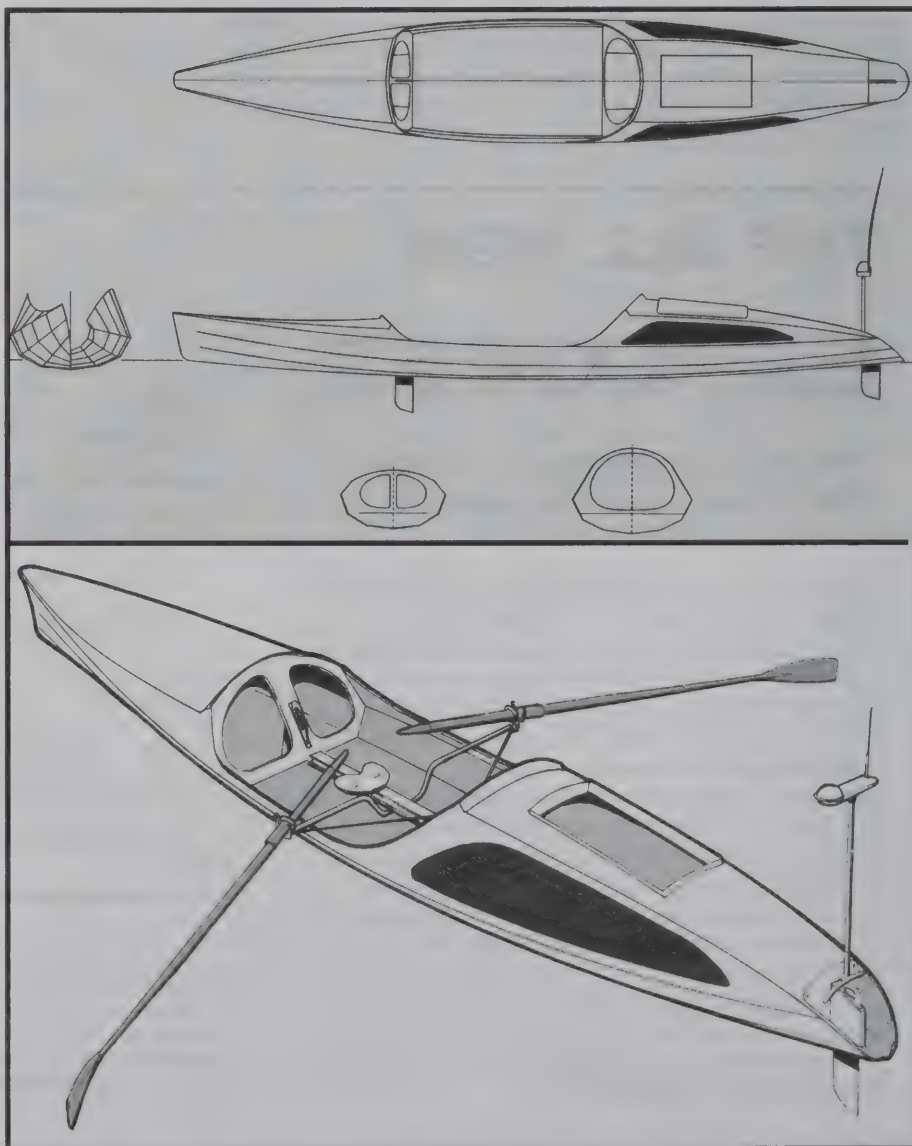
The Rowing Cruiser is built quickly from thin plywood, stitch-and-glue style, so there will be less building and more rowing. I suppose the empty weight would be around 170lbs, enough to require a light trailer.

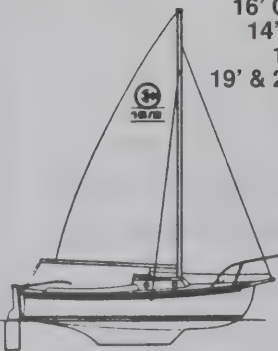
This boat won't be crossing any oceans, but will be found hopping up the Maine Island Trail, or exploring the length of the Potomac River, or transiting the Inside Passage.

(John Harris is the owner of Chesapeake Light Craft in Annapolis MD)

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Rhode Island & Connecticut

Text by Jon Marcus
Photos by Susan Cole Kelly
A Pictorial Discovery Guide
Published 2001 by Voyageur Press
\$29.95

Reviewed by Hugh Ware

My first literary effort, at age fifteen, was to start writing a book on lighthouses, an effort abandoned at age 15-1/2 or thereabouts. I no longer collect much lighthouse-related material (although I just returned from Scotland with four books bought at the Lighthouse Museum at Fraserburgh) because I am running out of shelf space. But I gladly found room for this book.

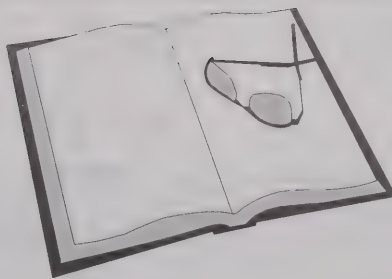
Lighthouses are essentially obsolete, mostly used now by small-craft voyagers, such as *MAIB* readers, who sail without much in the way of electronic gadgetry. Bigger vessels have electronic means of finding position and don't really need lighthouses. The Coast Guard has automated some lights, often with lamps of less power, and the remainder are privately owned and maintained, either as museums or private aids to navigation. In short, the "beacons of the sea" have become objects of sentimental attention.

All the more reason for books such as this one. Marcus is great experience, while Kelly is a gifted photographer who uses a variety of films and lenses to good effect. The result of their second cooperative effort (the first was a guide to Boston in the same series) covers all existing lights from the Canadian border southward, and adds, as a bonus, the lighthouses of Long Island.

The first chapter covers the history of the early lighthouses (Boston Light was the nation's first and it is the only manned light left, thanks to a bill introduced by Senator Ted Kennedy). Another chapter briefly reviews the establishments and administrators that operated the lighthouses, from Pleasonton (overworked, penny-pinching bureaucrat) to Lewis (dishonest, resistant to innovations) and Putnam (the just-in-time good guy) through various US Army engineers, Commodore Perry of Japan-opening fame, and many unrecognized but competent bureaucrats to the Coast Guard.

It also covers the technical aspects of how lights were sited, built, and lit. The next two chapters relate human-interest stories about the more famed lights; murders, madness, heroism, pirates, shipwrecks, as well as the "routine" side of life at a light, and tell of rescue efforts, not of shipwrecked men but the lights themselves.

It is the photos and short paragraphs of the final section, entitled "Guide to New England and Long Island Lighthouses", that got to me. First of all, I checked to make sure that my favorite little lights (Salem's Winter Island, for one) had been included (they were) and



Book Reviews

then I sat back to review each light's history and status. And I became deeply thankful that people have saved and restored so many of the surplus lights that otherwise would have been torn down or abandoned to vandals.

There is something about a lighthouse that refreshes and empowers the soul. They withstood the worst assaults against them and they remind us that we can do the same. Thanks go to Voyageur Press for publishing this book.

Wooden Boats

By Michael Ruhlman
Published 2001 by Viking
The Penguin Group
\$24.95

Reviewed by Hugh Ware

Damned if I know what to make of this book. This has been my hardest review to write ever. The subject is fascinating, the book is well-written, its editing and production are first-rate yet I get mad every time I think of the book. Well, let me cool down and try to present a fair review.

What is the book all about? Just what the title states, wooden boats and the building thereof. The author is, I'd judge from the jacket blurb, a journeyman writer. His credits are good and his range of subjects probably wide since he has been published in *The New York Times*, *The Los Angeles Times*, and several leading food magazines. And he can write at book-length although at least two of his three books were about food preparation. So how did he come to write about wooden boats?

Seems he got a dose of wooden-boat mystique from a talkative colleague and became infected. So off he went to consult the guru, Jonathon Wilson, founder of *WoodenBoat* magazine and the high priest of woodenboatry. Brought up to speed by Jon, the author thought he might spend time at, and perhaps work for, that epitome of "woodenboatness", a Maine boatyard. But Jon's advice was surprising: Go south, young man. Go to the island of Marthas Vineyard and the yard of Gannon & Benjamin!

So south the author went and accepted at the yard he was, and the book tells of his stay with the firm and about the designing and building of two wooden boats and much (sometimes almost uncomfortably much)

about the people involved. All good stuff and in surprising depth of detail too. The man got around, I tell you!

Included are some insights that are well worth reading. It starts on the first page of chapter one where he differentiates between boatstruck and boatsmart. Later, he introduces the ideas of "workmanship of risk" and "workmanship of certainty" formulated by the late British professor and craftsman David Pye (for elaboration, read Ruhlman's book and learn for yourself; you will be rewarded if you are a wooden-boat fan or bewitched by any form of craftsmanship).

So why do I dislike the book? Two reasons, I think. First, the author too often slips into praise of wooden boats that verges on and even is "purple prose." Moderation would have been appreciated but can one expect that from a recent convert to the cause? And the author tossed off far too lightly the construction of the schooner *Thomas F. Lannon*, built about the same time as the schooner *Rebecca*, the "heroine", if you will, of his book. One was a husky 65' replica of a Gloucester fishing schooner, the other a finely detailed 60' yacht.

But the *Lannon* was built in only six months by a young man who had never built a big boat before and who essentially did all the detailed design work at the same time that he was building the big boat with a pick-up crew out in the open on a riverbank in a scratch boatyard. Yet the *Lannon* took only six months from keel-laying to launch whereas the *Rebecca* was built under cover in a well-established boatyard by an experienced, talented crew, and its construction took many, many more months.

I suggest that Ruhlman's book would have covered wooden-boat building more honestly if his subject had included the *Lannon* and its amazing whirlwind of a builder, Harold Burnham. But "wooden boats" to the author seems to mean only fine craftsmanship and fine finishes, yachts, in short. Too bad. Perhaps his next book might cover Burnham at work if and when he builds a 144' schooner sometime in the future. Such a book would reveal the other side of wooden-boat building. But the author need not plan on staying at the yard long; the person hoping to have this big schooner built has stated that he will give Burnham only seven months for this job!

In spite of anything I've said here, *Wooden Boats* is a fine book and worth reading.

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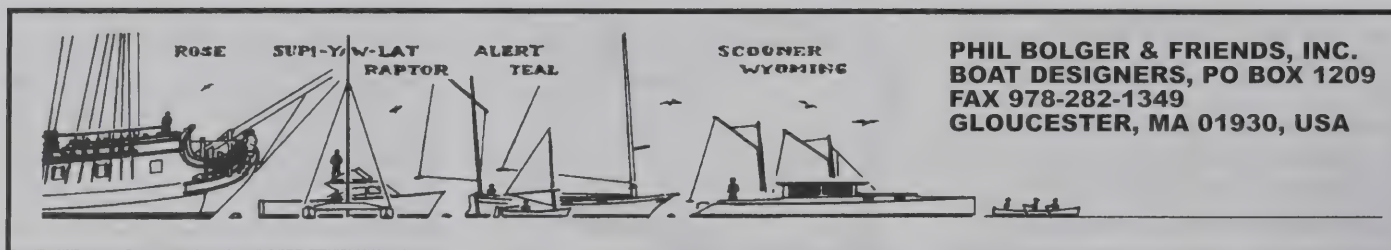
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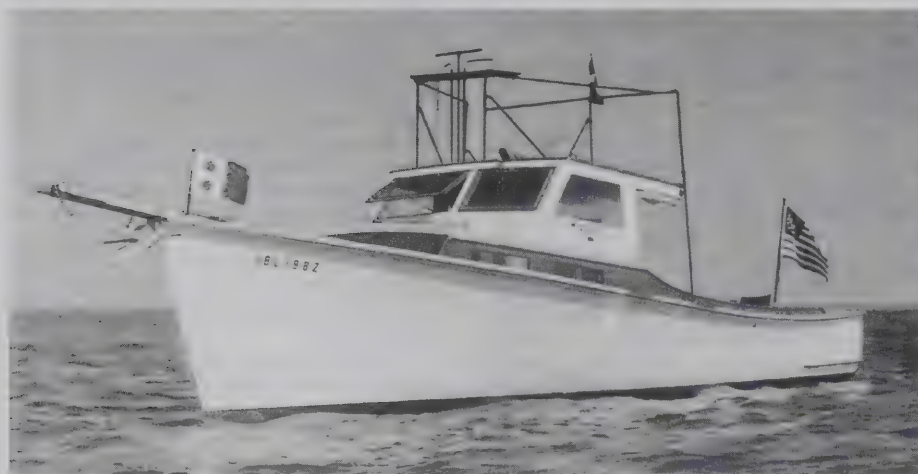
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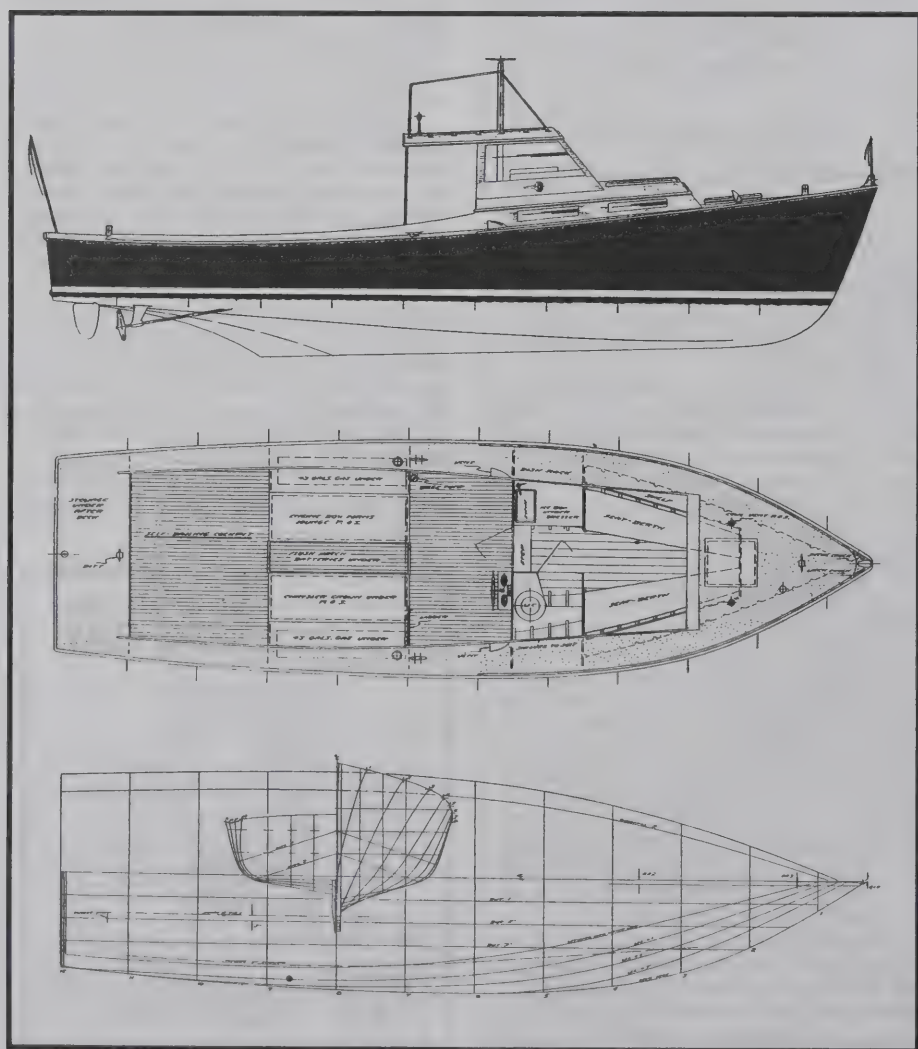
Magic was built by Ray Bond, of Miami who did very nice plank-on-frame work. She was launched in the spring of 1956 and passed for an advanced type at the time with her twin Chrysler Crown engines giving her a twenty-knot cruising speed. Her owner liked her very much and I believe kept her for the rest of his life. She could run against a Gulf Stream sea comparatively smoothly with her deep forefoot and sharp sections forward. The flat stern allowed her to be swung sharply at a standstill, while her big skeg steadied her in a beam wind. Hard bilges gave her a shallow roll.

She's closely based on a contemporary Beal's Island lobster boat in all respects except the twin screws and for carrying her bow height further aft than was desirable in a lobster boat. She also had her engines placed much further aft than would have been tolerated by a lobsterman, which certainly helped her speed.

Her working plans went missing somewhere along the forty-seven years since they were drawn. We'd want to redraw them now in any case if somebody wanted such a boat, because we've learned in the interval that the hull shape is not as good as it could be. In a twin-screw boat the transom could have been given some deadrise without increasing her draft, that would have lowered the upward slope of her rabbet line aft and reduced the drag of the hard bilge of the transom. She would have picked up a knot or more of speed.

More important, her bow is not properly faired by our current standards. First, the turn of her bilge is carried too low as it dies out forward, losing reserve buoyancy where it would be most advantageous. Secondly, she was faired on level waterlines instead of on the actual lines of flow of the water molecules. The result, in a hull with a deep forefoot like this, is a bow that is too full at the entrance, creating a high pressure just at and under the waterline. It makes a wet boat because bow spray is driven upward, and lets the bow settle at certain speeds, which exacerbates the wetness. Magic runs quite well, and is actually not desperately wet, because she is so narrow and light that the poor fairing does not hurt her much. If she was made wider, using the same fairing method, the bad effects would start showing up more noticeably.

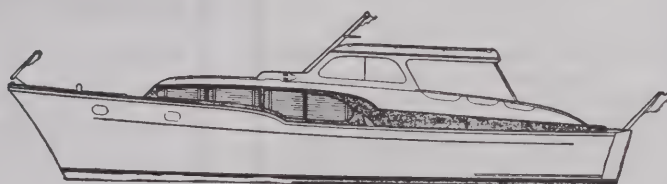
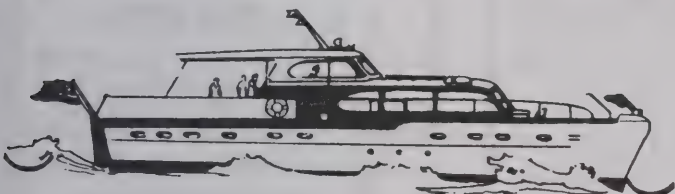
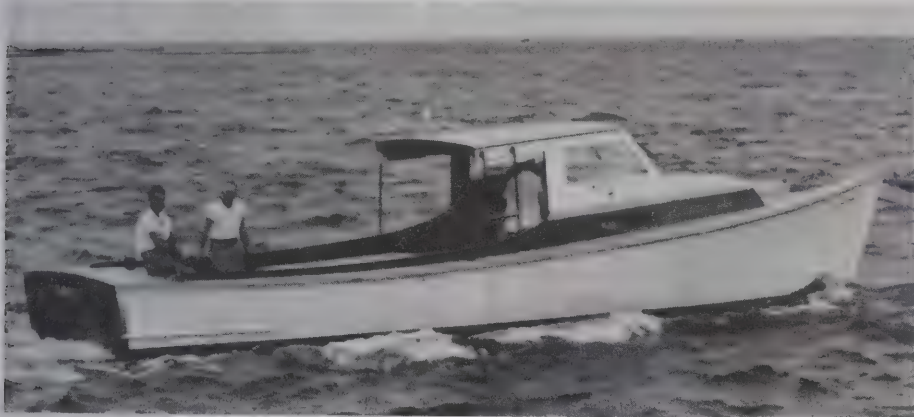
I suspect that this is why the Navy's Burke-class destroyers have such an ugly bow wave; The preceding Spruance class was very narrow, and the CAD process of designing the



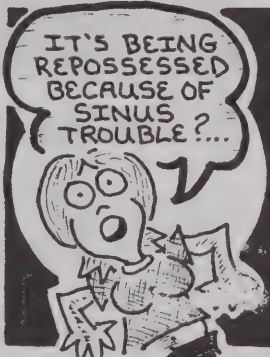
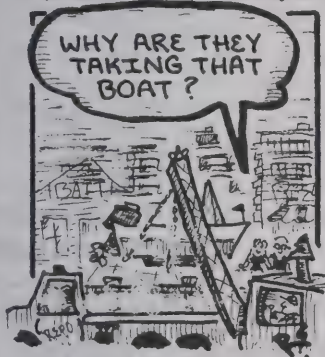
wider Burkes may have been programmed to work on waterlines rather than flow lines, delivering too coarse an entrance angle. Merchant ship designers know about this, but I would not bet that destroyer designers would think they had anything to learn about hull form. I note that in the book *Electronic Grey-*

hounds, about the designing of the Spruance class, there is one casual paragraph in the whole sizable book about hull shape. Certainly a lot of very pretentious large power yachts throw their bow waves ahead of them in a really disgraceful fashion.

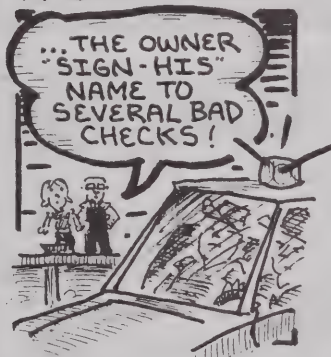
No plans of Magic are available.



SHIVER ME TIMBERS



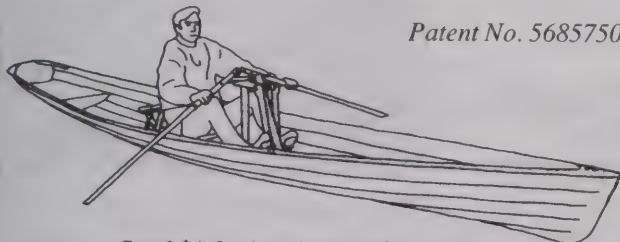
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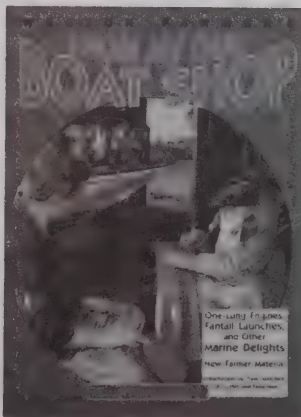
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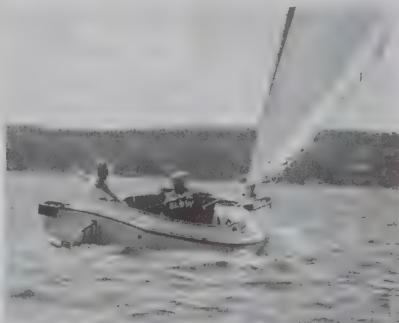
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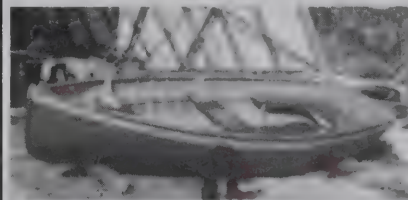
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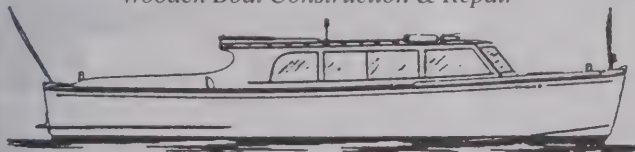
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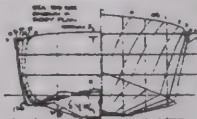
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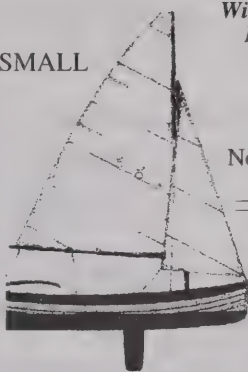


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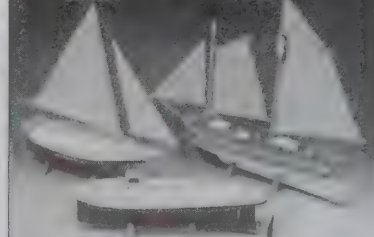
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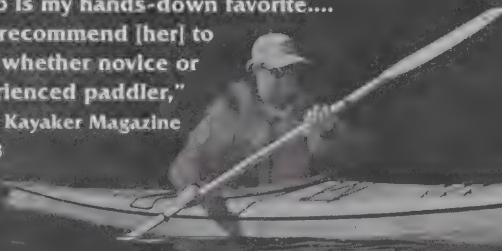
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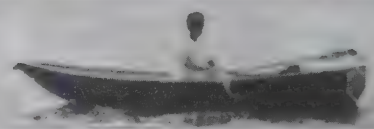
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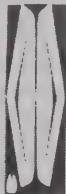
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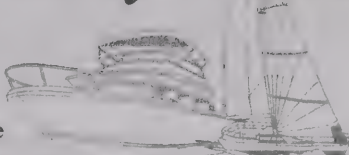
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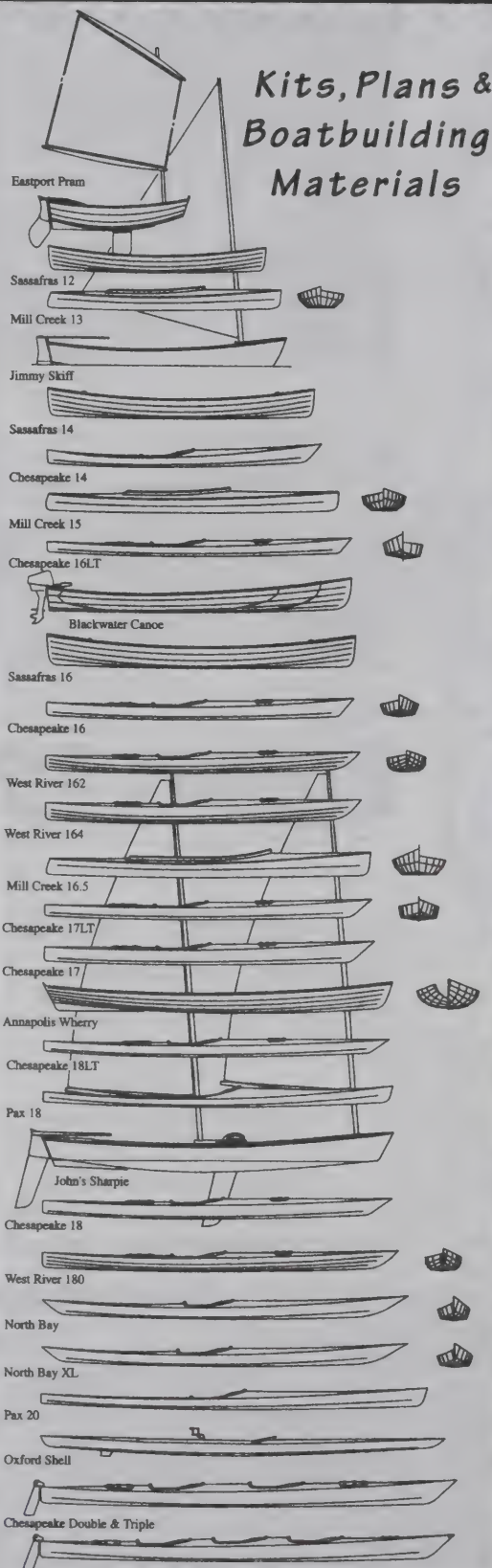
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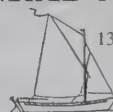
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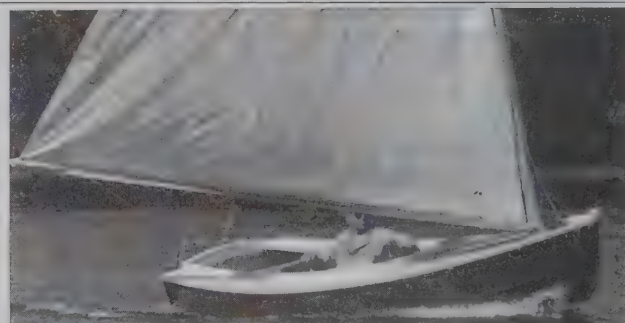
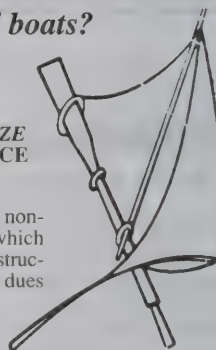
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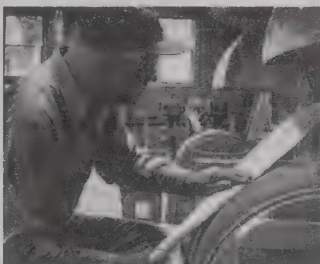
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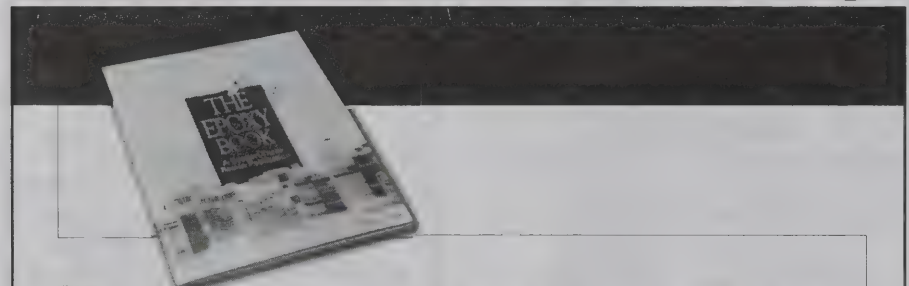
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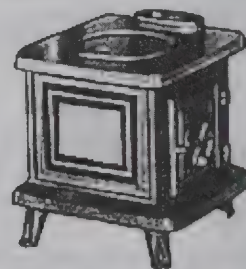
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Classified Marketplace

BOATS FOR SALE



30' Lobster Boat, '58, Rockland, ME. Been used for family fun over past 10 yrs. Strt 6 Chevy truck engine, radio, GPS, depth finder. Nds some work on trim. Consider all offers, must sell. STEPHEN HALLOWELL, Duxbury, MA, (781) 837-3878. (21)

FG Lightning, grt roomy daysailer, seaworthy camp cruiser, fast, stable classic. Alum mast, SS CB, foam flotation, every control known to man, all Harken. Trlr like new. Grt sailer, over 14,000 happy owners. \$2,200, a steal for a classic of this quality. Spring delivery up east coast possible. JOHN BARTLETT, Ft. Pierce, FL, (561) 464-7633. (21)

12' AMF Windsurfer, beginner's board, gd cond. \$200. JIM HARVEY, Binghamton, NY, (607) 797-6149. (21)

25' Seabird Yawl, '49, nds compl rbl'd. Gd sails, hardware, rigging, booms, planking & frames. Mast patterns. No trlr nor motor. \$800 to competent craftsman who will compl. SAM HUMMEL Greensboro, NC, (336) 274-0892 (Gary Lowell Boats). (21)



Drascombe Scaffie 14', tanbark sail. OB well, oars. Vy gd cond. Maryland Eastern Shore. Asking \$2,800. NEIL LINDEMAN, St. Michaels, MD, (410) 745-9655. (22)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to us of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



30' Pearson Sloop, '74 FG w/varnished teak trim & alum spars. Universal Atomic 4 gas engine, VHF, depthsounder, knotmeter, binnacle compass, roller furling jib, all amenities for comfortable daysailing & inshore cruising. Well maintained, in grt shape. Surveyed '97, in water until last yr, ready to sail this summer. Vy reasonable at \$18,000. Photos, survey & info available. ISLEBORO MARINE, Islesboro, ME, (207) 734-6433. (22)

14' Redwing Sailing Dinghy, Uffa Fox design. Mahogany planking & oak frames. Metal CB. 145sf sloop rig. Fast & able. Harken hrdwre, Banks sails, & Crewsaver buoyancy bag. \$3,500 OBO, must sell! BOB TABB, Lockport, NY, (716) 434-7792, <ohcsrwt@aol.com> (22)

Diablo, 15'6" fast light motorboat, 25 Mercury, bimini, Bandit trlr, covers, fishfinder, titled, epoxy & wood. Asking \$3,750. DAVE HILGENDORFF 519 P11, 2160 Reeve Rd., Mattituck, NY 11952 (21)

16' Perfect Skiff, Phil Bolger designed sharpie skiff. Taped-seam plywood w/ FG sheathing. 2 yrs old, exc cond. Incl custom yawl rig w/reaching spinnaker, bright-finished decks, carbon-epoxy bottom coating, & Pacific galvanized trlr. \$3,500 OBO. **15' Light Skiff**, Paul Gartside designed rowing boat. Cedar strip construction w/FG sheathing inside & out, weighs approximately 120lbs. 3 rowing stations for 1 or 2 rowers. Carbon-epoxy bottom coating. Incl Calkins galv trlr & 1 set of oars. 2 yrs old, exc cond. \$3,000 OBO. JOHN TUMA, Fremont, CA, (510) 366-1476. (22)



31' Elco, '29 cedar on oak frames, Chevy V-8 power, slips 4, nds transom. Sell or trade. REED HUBBARD, Wilton, NH, (603) 654-6249, <rhubbard@tellink.net> (22)

11' Penguin, beautifully executed and maintained example of this fun little Phil Rhodes design. Blt of mahogany plywood & epoxy, trimmed in varnished Honduran mahogany. Rgged w/tapered Proctor spar, cruising & racing rudders & sails. \$4,000. **17' Cat Boat**, Newman/Whitholtz designed, marconi rigged, solid FG hull/deck, alum spars, Palmer PW27 IB engine, new berth cushions, gd sail, folding mahogany table, too much to list. \$4,500. **11' Pete Culler Sailing Sampan**, wonderful little yacht tender or youngster's 1st boat. Stable, solid, 2 rowing stations, loose footed sprit sail, varnished spars, new rear thwart, CB cap & mast partners, all bronze hrdwre. \$1,800.

TONY DELIMA, Mattapoisett, MA, (508) 991-4828 days, (508) 7586265 eves. (21)

Boreal Design & Wilderness Systems Kayaks, we are now new regional dealer. Still dealer for Old Town canoes & kayaks going back over 50 years! Hundreds are on display at our store. FERNALD'S MARINE, Rt. 1A (at Parker River), Newbury, MA 01951, (978) 465-0312 (TFP)

13' Boston Whaler, '64 in gd cond. Custom alum ctr console w/SS wheel. 2000 galv trlr. Incl new bimini top. 35hp electric start '81 Merc. Runs grt. \$2,400. **16' Mohawk FG & Kevlar Canoe**, '95. Cane seats, and 50lbs. Vy gd cond. \$325 T. DEWITT, Palm Coast, FL (east coast), (386) 446-1100 eves. (22)

Two Boats, for less than half the price of one. Unfinished, nds sanding-painting, otherwise sailable & vy fast, one-of-a-kind trimaran daysailer 18' loa w/folding laminated oak bowsprit extended & rudder attached, 13'10" hull length disassembled. W/ free Sunfish hull in fair shape as package deal. Trimaran uses Sunfish sail, additional experimental jib & Sunfish rudder. Blt of epoxy, ply, laminated oak, graphite, best quality materials. Top-of-the-line Ronstan & Harken blocks & hrdwre. Over \$2,000 invested, Sunfish cost \$500. Circumstances beyond my control force me to sell both as a package deal only for way less than half my total cost at \$1000 firm. Everything can be hauled in a small pickup. Easily disassembled, easy to sail, sets up fast. Email: RUS STEWART, 39530 State Rte. 39, Wellsville OH 43968, <robotique_records@hotmail.com> (22)



Sea Pearl Tri 21 Cat Ketch, 2000 4hp 4-stroke Yamaha OB, 2 biminis, nav lights, compass, Bruce anchor, hvy duty trailer w/brakes gd 13" wheels. In saltwater once only, immaculate. \$ 13,950 RAINER K KERN, Rosenberg TX, (281) 342-2692, <bubba6@evl.net> (22)



33' Knutson Pilot Sloop, designed by Aage Nielson at Sparkman & Stephens. Blt '48. Universal 3cyl 21hp diesel, Nat Wilson sails. Exc cond. Specs & photos available. \$38,000. BARBARA CELTO, Centerbrook, CT, (860) 767-0425. (21P)

Selling Boat Collection, moving north. **16' Lyman**, \$300 OBO. **'32 Chris Craft**, dbl cockpit 18' Model 301, nds much work. \$1,000. **16' Driftboat**, like new. \$4,900. **11' Shellback Sailing Dinghy**, like new. \$3,995. **18' Simmons Sea Skiff**, hull w/cuddy. **12' Runabout**, dbl cockpit mahog strip. \$6,600. **16' Gull**, \$1,600.

REED HUBBARD, Wilton, NH, (603) 654-6249, <rhubbard@tellink.net> (22)

BOATS WANTED

Egret Sharpie, east coast or thereabouts. Paul BROWN, Chapel Hill, NC, (919) 967-4628, <paulbrown@mindspring.com> (22)

Sail or Motorsailer, about 25'-30', FG hull, full keel. Cape Dory or Nauticat preferred. TOM MORSE, Gloucester, MA, (978) 283-0869 (21)

Micro Cruiser Sailboat, under 21'. Prefer twin keel w/trlr. Reasonable price paid. Full details please via email. CLAY TEPPENPAW, New Port Richey, FL, <graced@gte.net> (21)

14'-16' FG Catboat, compl in gd cond, incl trlr, reasonable. SHELDON HILL, Mattapoisett, MA, (508) 758-8974 / Fx 7863 / E-mail <Sheldonthill@direcpc.com> (21)

SALES & RIGGING WANTED

Catboat Sail, used, approx 180-200sf, no holes. ART KLEINER, Florence, OR, (541) 902-0979, <boats@artcanoes.com> (21)

GEAR FOR SALE

Building Mold, for Acorn 10' dinghy. Have invested \$50 in materials & 20hrs in labor to compl this 7 station mold. Will sell for cost of materials (incl numerous artistic epoxy dribbles). LARRY DOW, Eliot, ME, (207) 439-8488, <sailse32@aol.com> (22)



"Life's Too Short to Own an Ugly Boat" Bumper Sticker, \$1.50 ea, add \$1 postage for up to 20. SOUTHPORT ISLAND MARINE, P.O. Box 320, Southport, ME 04576, (207) 633-6009. (TFP)

Classic Wood Cleats, guaranteed, stock or custom. Free information. WINTERS BROTHERS, P.O. Box 494, Caledonia, MI 49316. (21P)

5hp Brooklure, \$195. BOB O'NEILL, Brick, NJ, (732) 477-1107 (21P)

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Engines & Parts, 2cyl Ferryman R30; 2 Johnson motors 5hp; Atomic 4 engine & parts; 4cyl Perkins 4-107; 2cyl Volvo MD 11 D; 2cyl Coventry Victor gas engine; Volvo 2003T compl w/panel. JIM ARMITAGE, Westbrook, CT, (860) 399-5191 after 6pm. (21)

GEAR WANTED

Kickup Rudder, for conventional hull w/transom, CB sailing dinghy. Anything from Penguin, Blue Jay, etc. should do fine. LEE TRACHTENBERG, POB 490, Brownsburg, IN 46112, (317) 852-5212, <FINNUS505@aol.com> (21)

BOOKS & PLANS FOR SALE

BOAT PLANS & KITS - WWW.GLEN-L.COM: Customer photos. **FREE** how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55'. "How To Use Epoxy" Manual \$2.00.

GLEN-L, Box 1804/MA2, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258, www.Glen-L.com (TFP)



Nutmeg (aka \$200 Sailboat), Bolger design, 15'6"x4'6". Plans w/compl directions. \$20. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

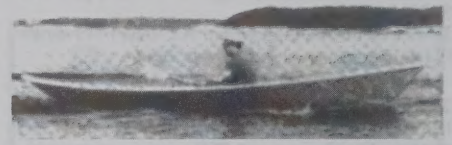
"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3. EPOCH PRESS, 186 Almonte Blvd., Mill Valley, CA 94941 (TFP)



New Design! Tape seam skiff built w/lines taken from a Westport work skiff. 17'10" x 6'3" lt wt, strong & easy on the eyes. Building Plans \$75, Visa/MC JERRY MATHIEU, CUSTOM SKIFFS, Box 3023, Westport, MA, 02790, (508) 679-5050, (508) 636-8020.

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 + \$3 S&H, or send SASE for descriptive bulletin. WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391 (TF)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid. NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221 (TF)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

WoodenBoat Magazine, complete collection 1-164. \$4000BO plus shipping. Must sell! BOB TABB, Lockport, NY, (716) 434-7792, <ohcsrwt@aol.com> (22)

Unused Boat Plans, compl w/lines, offsets, construction details: 15' Plywood Catboat, 19' Drascombe Peter Boat, 21' Herreshoff Cruising Cat Yawl, 11' Intercollegiate Dinghy. \$15ea. Study plans only: 18' Norwalk Island Sharpie, 18' Beaches Point Canoe Yawl, 18' Double-Ended Sloop w/full keel. \$2. STEVE LAYDEN, 12640 Grey Eagle Ct. Apt. 13, Germantown, MD 20874, (301) 972-6529, <snizort@netzero.net> (22)

WoodenBoat Magazines, most issues from '83 (#54) to present. \$3 ea incl postage NICK TRAGAKES, Westbrook, CT, (860) 669-2647. (22)

BOOKS & PLANS WANTED

Chris Craft Engine Maintenance Manual, Model A 4 cyl engine & transmission. CLARENCE PATTEN, 7909 Gann Rd., Hixon, TX 37343, (423) 842-5957, <RJPSPA@AOL.com> (21)

Swan's Island ME House Rental, \$700/wk. Slps 4 or 5. Boat & kayak launching sites. 6 ferries daily. IVER LOFVING, Swan's Island, ME, (207) 773-9505 or (207) 526-4121. (TF)

Messing About in Boats, Vol 14, No 3, June 15, 1996, the only issue missing to complete our collection. REX & KATHIE PAYNE, 3494 State Rd. 135 N, Nashville, TN 47448, (812) 988-0427, <rkpayne@kiva.net> (22)

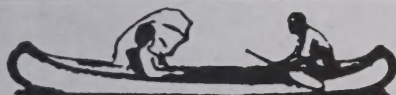
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FOLEY MARINE & INDUSTRIAL ENGINES, Worcester, MA (21)

Ship Model Kits, display & RC. Send for list. HOWARD RICHARDSON, 576 Cresthill Ave., Atlanta, GA 30306 (21)

WoodenBoat Magazines, 1-15, 25-28, 30-32. PETER BRADFORD, 743 Plymouth St., Middleboro, MA 02346. (22)



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Serendipity

Our Classified Marketplace has brought many sellers and buyers of small boats and related items together over the past 19 years, but Charles Smith's experience when he placed his "Boats Wanted" ad in our January 15 issue is perhaps the nearest to a perfect fit of buyer and seller that has taken place.

When Charles received his issue and looked to see if his ad for a "Small Rowboat, 8'-10', used, narrow Whitehall type, hopefully lightweight," was there, he not only spotted it under "Boats Wanted", but also noted that right next to it in the adjacent column of ads under "Boats for Sale" was an ad for a "9' Rowboat, 4' beam, 2 rowing stations..." An immediate call resulted in a successful transaction, Charles drove several hours from greater Boston to the midcoast region of Maine and cartopped his prize home.

It does appear that classifieds on these pages do get results, and the price is certainly right.

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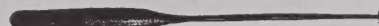


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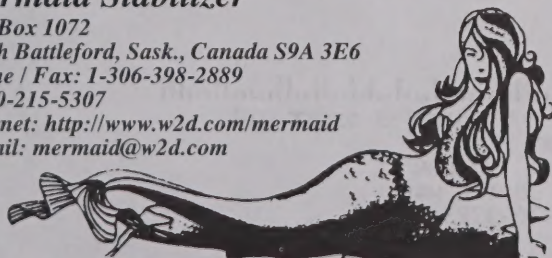
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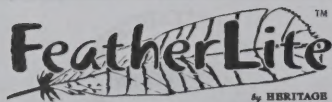
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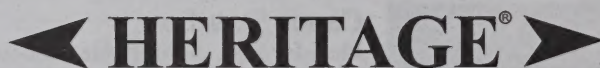
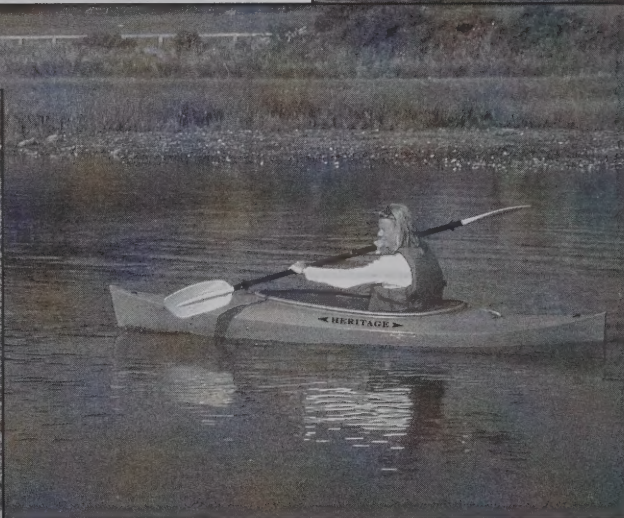
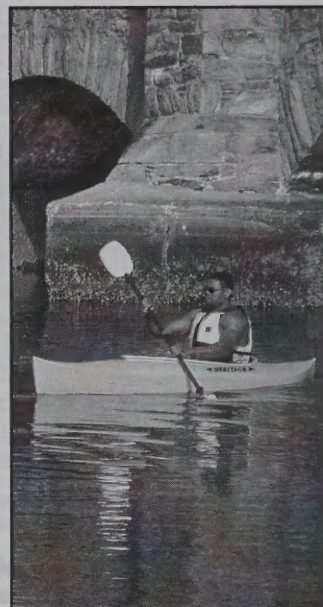
Our runaway best seller, the more extensively equipped FeatherLite Pro also includes molded rubber end carries, deck rigging and a shock cord "Paddle Park" feature. Both models provide a lightweight rugged kayak at a very affordable price.

SPECIFICATIONS

Length	9'5"
Width	30"
Weight - FeatherLite	36 lbs.
Weight - FeatherLite Pro	37 lbs.
Carrying Capacity	300 lbs.

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FeatherLite	\$299
FeatherLite Pro	\$399



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